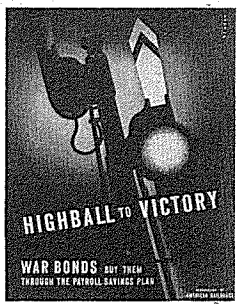
Southern Pacific Bulletin

PACIFIC LINES MARCH 1945





ALWAYS WAR BOND TIME

ARE you buying War Bonds through the Payroll Savings Plan?

In the month of January, the amount of money deducted from earnings for War Bonds represented 4.21 per cent of the total payroll. During that month, 66.72 per cent of the employes were signed up for payroll allotment.

To bring up the subject of War Bonds at this particular time, in the midst of a Red Cross drive and with income taxes to pay, may seem like laying it on a little heavy. On the other hand, it is a reminder that winning the war is not a part-time job for us, any more than it is for our boys on the firing line.

OUR COVER PICTURE



Harry Moitoza, welder at System MofW Repair Shops, West Oakland, creates a dramatic picture as he's caught in the reflected glow of his welding torch. How Harry and his fellow workers are doing a vital behind-the-scenes job to keep the war load moving is told in article on the opposite page.

Southern Pacific Bulletin

Vol. 29 — E. G. FITZPATRICK, *Editor*; Z. C. MECHAM, *Assistant Editor* — No. 3

Published monthly at 65 Market Street, San Francisco, by the Bureau of News, for free distribution to, and in the interest of, employes of the Southern Pacific Company.

All Over the World

TO THE battle fronts, to enemy prison camps, to hospitals for the wounded, and to lonely outposts—there your Red Cross goes in its great humanitarian work!

A cheering word, a cup of American coffee, assistance in time of trouble. These things your Red Cross gifts bring to your sons in distant lands!

Blood plasma to retain life in a badly wounded boy; surgical dressings to bind his hurts. These, too, go from your Red Cross to world battlefields.

Keeping the Red Cross at HIS side is the personal responsibility of each American—for the American people are the Red Cross!

The 1945 Red Cross drive is on now, and extends through the month of March. Make your donation as big as possible.

Unclaimed Back Pay Checks

FROM Local Treasurer M. Kerr comes word that there are still undelivered a number of back pay checks for former Southern Pacific employes in the non-operating groups whose addresses are unknown. These checks are the remainder of some 175,000 that were issued in March, 1944, covering retroactive wage increases. The company is anxious to deliver these back pay checks to their owners, Kerr says, and suggests that if you know of any persons who were with Southern Pacific between February 1, 1943 and February 1, 1944, who have not received their back pay, you inform them their checks are available. Requests must be made in writing or in person to their former superintendents, employing officers or to the Paymaster's Office at 65 Market St., San Francisco 5. Claimants should furnish the following information: (1) Where, when and in what capacity employed; (2) Name of foreman or other supervisor; (3) Social Security Account number.

Public Pays Stiff Transport Tax

PASSENGERS and shippers are paying federal excise taxes at a current rate of approximately 370 million dollars a year as they buy tickets and pay freight bills, according to information by *Western Railways*. "Collection of these excise taxes by the railroads for the government causes many people to believe that railroad rates are a lot higher than in pre-war years. The facts are that average freight rates have not been increased, and average passenger fares are little higher than before the war," says *Western Railways*.

"The West, because of the long distances involved in most of its transportation, pays a disproportionate share of these taxes.

"In addition to these excise taxes, shippers and passengers also provide the money with which the railroads pay the taxes that are levied directly on the carriers. These taxes absorb 20 cents of every revenue dollar the railroads take in.

"Public officials who profess concern over transportation charges the public pays, say nothing about lopping off some of these taxes."

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FIX-IT STATION

System MofW Shop Keeps Equipment In Trim to Keep SP's Roadbed in Shape

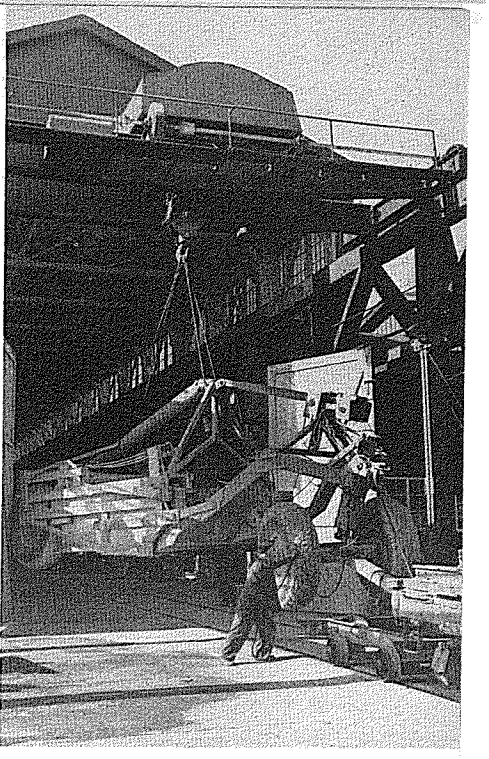
LIKE the stage hands who never appear before the audience, yet play such an important part in the success of a good show, are the men working behind the scenes in SP's System Maintenance of Way Repair Shop at West Oakland to provide essential props for the drama, "The Victory Trains Must Roll."

To keep war trains moving requires a lot more work and planning than meets the eye. For instance, the pounding of heavy freights day and night over the rails exacts a heavy toll on right-of-way properties such as bridges, buildings, water service facilities, signal equipment, roadbeds and tracks, and these must be kept in shape at all times.

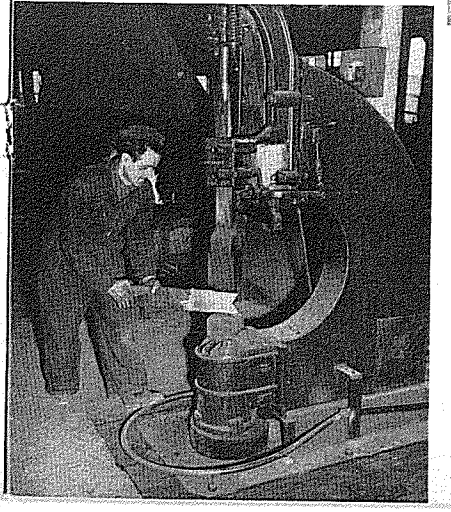
SP's trains began to roll with greater frequency as the nation expanded its defense program. As traffic mounted, more repairs to right-of-way facilities became necessary, requiring more use of maintenance equipment and catapulting skyward the requests for service to roadway machinery. Providing this repair service is the responsibility of the System MofW Repair Shop, headed by R. B. Chapman, supervisor of work equipment and welding, and T. S. Bean, shop foreman.

From its small beginning in October, 1936, when its force consisted of nine men, the System MofW Repair Shop has grown to where it now has a staff of 47 employes.

The original plant was located at Marine Ways in Oakland, which city was chosen because of its central location on the system. At the end of 1941, Marine Ways were sold to the Navy and arrangements were made to relocate the plant at the Back Shop near West Oakland Roundhouse. In February, 1942, the first equipment was transferred to the new location and remodeling of the building was begun.



SPACIOUS entrance to MofW Repair Shop (right) permits switching into the building of flat cars loaded with equipment. Here the giant overhead crane moves a 12-yard carryall into the shop.



MODERN MACHINERY, such as the steam hammer shown below operated by Joseph Oschegger, blacksmith, has been installed in all sections of the System Repair Shop.

Old partitions were removed, concrete floors put in, light and roomy office quarters constructed. Many additional windows were installed to provide an abundance of natural light. At present the entire interior is being painted in colors designed to provide maximum light throughout the plant.

Arrangement of the shop was planned to expedite handling of all types of road equipment. A huge overhead traveling crane, capable of handling the largest implements received in the shop, was installed in the central section. (The crane is a salvage item taken from SP's West Oakland sub-station when it was abandoned in July, 1941.) Equipment is unloaded by the crane from flat cars, which can be rolled into the shop, to a dis-assembly line from which parts are taken to various sections for repair. These sections are divided to accommodate diesel engines, gasoline engines, body and fender work and painting, welding and automotive repairs. Structural repair work on large equipment is done on the dis-assembly line. One corner of the plant is devoted to a machine shop. There is also a tool room containing a large assortment of hand tools and power tools for cylinder boring, valve grinding and other mechanical repair work.

A trip through the plant impresses the visitor with the methodical, efficient manner in which the force performs its

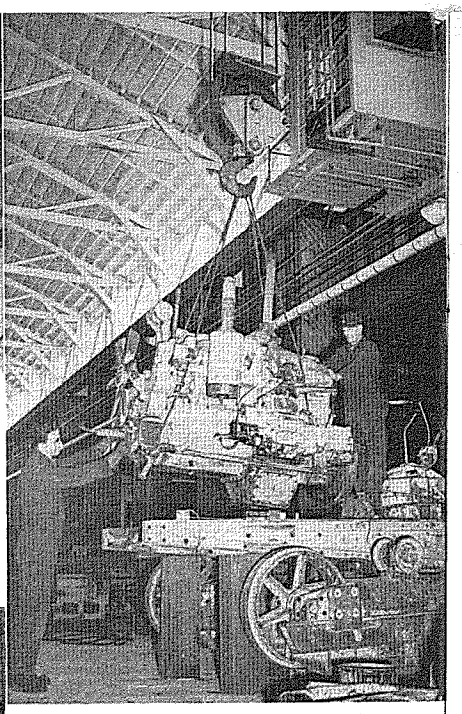
(Continued on page 5)



BOOM ENGINES that are used to raise and lower dippers on power shovels are repaired at the shops and supplied on an exchange basis. Above, Charles Dean fits a connecting rod to the crankshaft of one of these engines. Like all equipment repaired here, this engine will be tested before being returned to service.

VITAL EQUIPMENT like the tractor shown below must be returned to service as soon as possible. Dismantling begins as soon as the machines arrive in the shop. Nearly all equipment brought in is completely overhauled; small repairs are made in the field.





TRACTOR ENGINES are removed from their mounts as illustrated above. Tracks, gears and all other parts are removed and machines are completely rebuilt when brought into the shop.

MAGNAFLUX MACHINE, demonstrated below by Milo Harris, is used in testing metals for invisible fissures. The part being tested is magnetized as the coil passes over it, revealing any defects.





SMALLEST to largest MofW equipment is repaired in the shops. LaMar Thomas, mechanic, is shown installing the crankshaft in tiny one-cylinder engine used on rail end grinders.

FIX-IT STATION

(Continued from page 3)

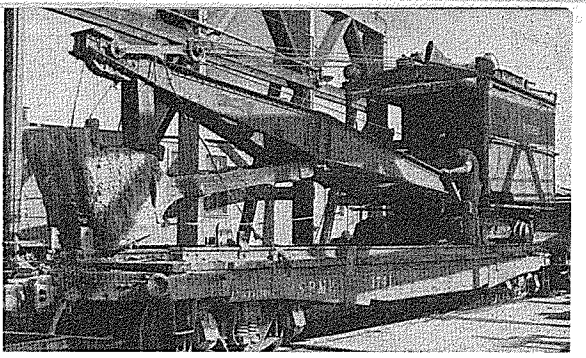
work. In 1944 over 250 major equipment items were completely overhauled and numerous smaller repairs were made to other machines—equipment that had seen service on rough jobs all along SP's right-of-way.

These men supply and maintain machinery for such on-line jobs as laying rail where section and extra gang laborers use burro cranes, tie tampers, bolting, welding and adzing machines, and air drills. When bridge and building gangs set up to build a bridge they are supplied with concrete mixers, air drills, welders, carryalls and bulldozers for filling in around abutments, and other power tools. Ditchers, power shovels, dump trucks, plus many of the above-named machines and a lot more, are required for such projects as line changes, bank restorations, repairing storm damage, and other grading work.

Wherever possible repairs are made in the field on all types of equipment. Where machines are not worked in groups the operator is depended upon to keep up his running repairs with the assistance of division repair men. Equipment is not shopped until the accumulated wear is such that field repairs will no longer assure efficient operation.

Every ten days a report is forwarded direct to the office of the engineer of maintenance by the machine operator, who gives location, type of work being performed and condition of the machine, and orders parts for anticipated repairs. From these reports a shopping program can be arranged and equipment handled with a minimum delay.

An exchange service is used to facilitate repair of most of SP's shovels, ditchers, air compressors, and gasoline engine driven tractors. When a part is found to

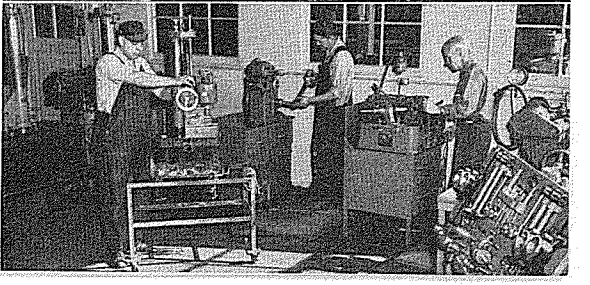


GIANT SCOOP: Typical of some of the huge pieces of equipment repaired in the shop is the ditcher shown above. The bucket on this machine has a capacity of more than one-half yard—over half a ton—of material.

GOOD HOUSEKEEPING prevails throughout the shops as shown in lower pictures. Directly below: Ample space has been provided for the office force. Center: Large windows let in plenty of light for the machine shop. Bottom: Light and airy tool room is always neat as a pin. At left is cylinder boring machine; center is piston honer; right is valve grinder.









PERSONNEL OF MOFW REPAIR SHOP are, left to right, back row: Walter Will, asst. shop foreman; W. E. Staup, George Frye, Andy Kavulic, J. C. Christensen, George K. Haynie, Otto Bodie, Vince Erquiaga, R. B. Chapman, supvr. work equipment and welding; Charles Dean, Chester Y. DeKay, lead repairman; W. V. Middlekauff, roadway equipment clerk; Greta Nelson, material accts. clerk; Eugene Dwyer, clerk; T. S. Bean, shop foreman. Center row: R. D. Martin, Wells Wheeler, Kenneth Porter, Kenneth Wiseman, Carl Nordberg, Dale Benson, LaMar Thomas, Ray Rogers, Antonio Maldonado, Laureano Ortega, Ignacio Dimas. Front row: Joseph Akers, Dallas Middlekauff, Milo Harris, Harry Maltoza, Louis Palorich, James Stitt, William Poser, Basilio Cardenas, Francisco Padilla, Salvador Archundia and Victor Cardillo. Not present for picture were Alex Hislop, lead repairman; Norman Wedsted, Harold Chamberlain, Joseph Oschegger, Ted Bernard, Trinidad Cabral, Maximino Saldivar and Ruben Archundia.

be wearing out, a replacement is ordered from the system shop and the worn one sent to the plant where proper machinery, tools and mechanics are available to make the repairs.

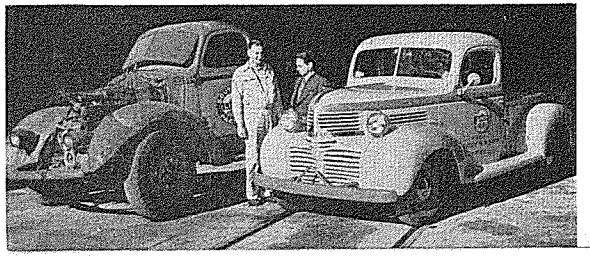
One of the biggest problems confronting the shopmen is keeping sufficient stock of parts on hand to replace those that wear out. Orders for all parts are handled by West Oakland Stores which is adjacent to the shop. Items used in quantities are kept in stock there for emergency use. Many parts are obtained from the manufacturers direct and some are made at Sacramento Shops.

Salvage is by-word with mechanics in this plant. Parts that have been worn far beyond their useful stage are reclaimed by welding and metal spraying. Such items as worn bulldozer blades are renewed by welding. Worn shafts are built up by spraying with metal. Some diesel engine crankshafts that have been reconditioned in this manner are in use and it is believed they will give as good service as the original shafts.

These mechanics have also proved their versatility in salvaging material to be re-used in other capacities. When SP's Interurban Electric lines in the East Bay were abandoned in 1941 a number of trolley bridges were released. These were sent to the Oakland shop where they were rebuilt into signal bridges and have been used principally on centralized traffic control areas such as the Bena-Tehachapi installation on San Joaquin Division, Colton-Indio area on Los Angeles Division, and Vista-Massie and Lemay-Bridge systems on Salt Lake Division. Trolley poles taken from the electric lines were converted into flood light poles now to be found at stations in Tucson, Alhambra, Palo Alto, Salinas, and Phoenix.

Despite wartime shortages of material, men of the MofW shop have shown by their work that where there is a will, there is a way. When new equipment and parts cannot be obtained, they use a salvage pile, some machinery and a lot of ingenuity to keep roadway equipment in working order. They're doing their part to keep the Victory Trains rolling.

OLD AND NEW: "Before and after" comparisons of trucks are made (below) by T. S. Bean, shop foreman (right), and Walter Will, asst. shop foreman. When shopped, each truck receives a complete overhaul of mechanism, chassis and body topped off with a *Daylight* red and orange paint job.



Operating Results

FOR the month of January, 1945, Railway Operating Revenues of Southern Pacific Transportation System amounted to $51,002,108, or $560,082 less than the revenues for the same month of 1944; a 1% decrease.

During the same month, Railway Operating Expenses were $35,914,029, or $2,024,188 more than the expenses for the same month of last year; a 6% increase.

Railway tax accruals, including $7,743,276 for Federal taxes, and $1,233,614 for other taxes, totaled $8,976,890, or $1,598,080 less than such accruals for January, 1944. After deducting taxes and $2,039,481 of net rentals for use of equipment and joint facilities, there was left Net Railway Operating Income of $4,071,708, or $1,112,226 less than the net railway operating income for January, 1944; a 21% decrease.

Out of Net Railway Operating Income, and Other Income consisting of dividends and interest on securities owned, rentals and miscellaneous income, must be paid the interest on bonds and equipment trust notes in the hands of the public, and other fixed charges. For the month of January, 1945, the final result was a Net Income of $2,486,791, which compares with a net income of $3,405,091 for the same month of last year, a decrease of $918,300, or 27%.

-v-

For hauling a ton of freight one mile, railroads in 1944 received an average of 0.945 cents, compared with 1.116 cents twenty years ago.

E. W. Clapp, Retired SP Traffic Official, Dies

EUGENE W. CLAPP, who retired as general passenger traffic manager in 1933, died March 1 at his home in Atherton, California. He was 71 years old and a native of Memphis, Tenn.

During his 40 years in railroad service Clapp became one of the nation's widely known traffic officers. He began his career in 1892 as stenographer-clerk in the Tucson Division superintendent's office. He was agent and assistant trainmaster at Lordsburg before transferring to the Traffic Department to become traveling passenger agent in San Francisco during 1905. He held traffic positions at Reno, Fresno, Tucson and other points until 1915 when he became general freight agent at Los Angeles. In 1919 he became general freight agent at San Francisco, two years later was made assistant freight traffic manager. He became traffic manager in Chicago in 1926 and three years later returned to SF as general passenger traffic manager.



GOOD HOUSEKEEPERS: Section 51 on Los Angeles Division (top picture), under supervision of section foreman Tiburcio H. Nabarro (extreme right), has won the plaudits of the men who operate rail motor cars for the job they've done in installing necessary motor car take-offs along the right-of-way. A sample of their neat handiwork is shown in lower picture, which was submitted by Byron D. Swanner, signal maintainer, Mecca.

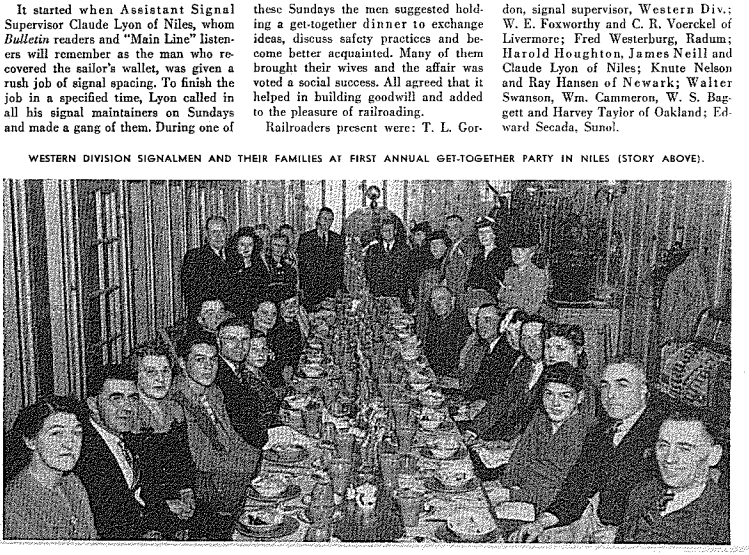
Signalmen Organize Annual Get-together

REALIZING they had been working on adjoining districts for years without ever seeing each other, a group of signal maintainers on Western Division last month decided it was time something was done about it. So they gave a party which turned out such a success they're going to make it an annual affair.

It started when Assistant Signal Supervisor Claude Lyon of Niles, whom *Bulletin* readers and "Main Line" listeners will remember as the man who recovered the sailor's wallet, was given a rush job of signal spacing. To finish the job in a specified time, Lyon called in all his signal maintainers on Sundays and made a gang of them. During one of these Sundays the men suggested holding a get-together dinner to exchange ideas, discuss safety practices and become better acquainted. Many of them brought their wives and the affair was voted a social success. All agreed that it helped in building goodwill and added to the pleasure of railroading.

Railroaders present were: T. L. Gordon, signal supervisor, Western Div.; W. E. Foxworthy and C. R. Voerckel of Livermore; Fred Westerburg, Radum; Harold Houghton, James Neill and Claude Lyon of Niles; Knute Nelson and Ray Hansen of Newark; Walter Swanson, Wm. Cammeron, W. S. Baggett and Harvey Taylor of Oakland; Edward Secada, Sunol.

WESTERN DIVISION SIGNALMEN AND THEIR FAMILIES AT FIRST ANNUAL GET-TOGETHER PARTY IN NILES (STORY ABOVE).





POPULARITY of passenger aides with mothers and infants is illustrated in above picture. Resting contentedly in her mother's arms, four-months-old Sandra Yeager flashes an approving smile to Passenger Aide Mercedes Holzinger on the *Californian*. Sandra's daddy, LeRoy Yeager, is in military service.



NURSERIES to help young war mothers traveling with their babies have been established at some larger stations. One shown at right is at Portland.

BABIES' TRAVEL SERVICE

Passenger Aides, Nurseries Ease Travel Cares of Tiny Passengers and Mothers

WAR brought a record "baby crop"—and with it a new problem for the railroads, which in the case of Southern Pacific has been alleviated by introduction of the railroad's newest personalities—the "passenger aides"—and by providing "baby nursery" accommodations at certain large terminals.

Busy serving America's armed forces, Southern Pacific—now handling five times the passenger miles of 1940—is doing its best to look after the welfare of the wives of service men and other mothers and the tiny passengers wrapped up in bundles of pink and blue, while also giving attention to disabled service men and other passengers. The women passenger aides co-operate closely with conductors and other members of the train crews and with the passenger agents. At major terminals, matrons assist in the welfare of women passengers.

Passenger aide service is supervised by Chief Passenger Aides Mable L. Palik in San Francisco, Helen Dixon Roycroft in Los Angeles, and Lynn Morrison in New Orleans. This service on Southern Pacific's transcontinental and coastline trains which carry large numbers of coach passengers was introduced on the "Challenger" out of Oakland, and on the "Californian" out of Los Angeles, in November, 1943. It is principally for coach passengers but also assists women and children passengers in sleepers. Today, passenger aides operate out of San Francisco on the "Pacific Limited" and the San Francisco "Challenger," between Oakland and Ogden, and on the "Oregonian" and "Klamath" between Oakland and Portland. They travel out of Los Angeles on the "West Coast" to Portland, the "Sunset Limited" and the "Argonaut" to New Orleans, and the "Californian" to El Paso.

Chic in their trim uniforms and overseas caps, and readily recognized by their arm bands and identification pins of maroon and white, the passenger aides, in casual chats during get-acquainted trips through the trains quickly win the confidence of the traveling mothers and other women passengers. One minute they're fixing a baby's formula, warming milk, or sterilizing bottles, going to the pantries of diners to render this service. Another minute they're taking over the care of children temporarily to relieve mothers so they may be free to attend to their own comforts and obtain their own meals in the diners. Or they arrange for the mothers to take care of each other's children. Again they'll be borrowing a diaper from some mother with a spare one in her baby's supply to help out another young service wife who has run short.

The passenger aides are selected because of intelligence, general ability, personality and cheerfulness, and have proven popular with the wartime traveler, as shown by letters and remarks received by Southern Pacific from grateful passengers.

"You have been so very kind to me, and so thoughtful, that I can't express my gratitude," said one passenger. "Thank you for the kind consideration you showed me the night I was taken ill on the train," wrote a staff sergeant, who had an attack of appendicitis. Another passenger, assisted with the care of two orphans, said, "You don't know how much I appreciate your assistance."

Once, in one of the most unusual situations, a passenger aide found herself with seven youngsters on her hands when their parents missed the train while viewing the sights at a popular stopping point. But she rounded up the children and kept them amused until the parents overtook the train.

Besides providing the train-riding passenger aides, Southern Pacific has been active in furnishing accommodations, popularly known as "baby lounges," for the special comfort of mothers and babies, as another step to improve service for those who must travel in wartime.

In a few cases, these baby nurseries have been provided through joint efforts of the several railroads, as at Portland, Los Angeles and El Paso. At the Portland baby lounge, the Portland Travelers' Aid Society supervises the nursery, assisted by the American Association of University Women. At Los Angeles Union Passenger Terminal, the facilities are operated by the USO and the Travelers' Aid Society, with the terminal matron maintaining general supervision. In the first year of operation, 20,000 babies and 19,000 servicemen's wives were accommodated at the Los Angeles Union Passenger Terminal women's lounge.

Most of the women traveling today are wives or other members of service men's families. For instance, about 90 per cent of those registered at Portland's popular blossom-yellow "baby lounge" are children of service men. This lounge, it is interesting to note, cares for about 1,000 babies a month. An average of about 10 to 15 babies travel on each train departing from major terminals.

At some of the larger stations along Southern Pacific lines, partitions have been installed to give privacy, so infants may be fed or changed conveniently; in others, rest rooms have been enlarged, and portions of waiting rooms have been set aside for exclusive use of mothers and children, and suitable furniture has been provided at many points.

At present, Southern Pacific is not encouraging travel by any civilian, because of the tremendous military traffic. But if young war mothers do make the trip, every effort is being made to ease their problems.

Now, if somebody will please step up and say just where more of those three-cornered pants that babies wear can be obtained, everybody will be happy.











PASSENGER AIDES ON SP'S *Sunset Limited, Californian, Argonaut* and *West Coast* out of Los Angeles, in pictures at left include (l-r, starting at top row): Margaret Bishop, Sue Gurican, Lucille Olson, Mary Gilliland, Georgia McAdams, Marjorie Doyle; Thelma Renner, Elaine Smith, Paulette Banner, Jeanne Madigan, Claire Gallagher; Florence Rahming, Dorothy Westerfield, Gerry Lobdell, Mercedes Holzinger, Claire Henneberry; Theodrae Snyder (left service), Betty Durbin, Gladys Owens, Shirley Scott (left service), Virginia Taylor; Helen Newkirk, Ardath Davies, Helen Roycroft (chief passenger a'-te), Virginia Boehm, Sue Wyda. On line when pictures were taken were Rosemary Barry, Vee Barrow, Margie Dowdell, Louise Groves, June Foremaster, Claire Gallagher, Irene Jager, Anne Mosley, Mildred Mikola, Betty Meier, Helen Moeller, Nancy McGregor, Isabel Olinger, Dorothy Ray, Mollie Simpkins, Verlin Sanfreed, Annie Teague, Sue Waddan. Some of the girls who work out of San Francisco on the *Pacific Limited, Challenger, Oregonian* and *Klamath* are shown directly below. Top row, l-r: Anne Schmidt, Cora Wall, Juddie Wilkes, Dixie Lemons, Helen Hoscheid, Marguerite Clausen; Bottom row: Alice Van Over, Frances Matthieu, Catherine Morrison, Thelma Burke, Yvonne Jones, Betty Smith, Lillian Lund, Mary Holt. Chief Passenger Aide Mable Palik was in Gen'l. Hospital when pictures were taken and Edra Freeouf, Muriel Sawyer, Mary Fisher and Margaret Ferguson were on line.



SAFETY WINNERS for second consecutive year, Los Angeles Shops received two awards January 31 for their outstanding 1944 record, with Mayor Bowron of Los Angeles officiating. Among those taking part in special program were (l-r): Foreman Jasper Barker (chairman); E. R. Auton, asst. supt. motive power; Mayor Bowron; A. A. Lowe, supt. of safety; Conductor Jim Higley; R. E. Hallawell, asst. gen. mgr.; W. J. Hugh, shop supt.; C. B. MacLellan, safety supervisor; R. J. Quinby, general foreman, and E. E. Hinchman, superintendent motive power.

1944 SAFETY WINNERS ANNOUNCED

SUPERINTENDENT of Safety A. A. Lowe last month announced the following results in Safety performance for 1944, determined by lowest ratios of employe casualties on a basis of million man-hours worked:

Best on System.....LA Shops
Best Division.....San Joaquin
Best Div. MW&S Dept.....San Joaquin
Best Div. MP&C Dept.....Tucson
Best Div. Trans. Dept.....San Joaquin
Best of Gen. Shops.....Los Angeles
Best Genl. or Dist. Stores.....Brooklyn
Best of combined DCH&NS Wood Pres. Works and Telegraph Dept.....Teleg. Dept.

Presentation of awards to LA Shops was made January 31 at a Safety rally attended by more than 1,600 employes. Also present was Mayor Fletcher Bowron of Los Angeles, who congratulated the men and women for their excellent record and pointed out the importance of safety on the job to the war effort. It was the second consecutive year they have won the large plaque for being best on the System, and Lowe reminded them that they can take permanent possession of it by winning it for 1945.

Another big rally was held at Tucson February 5, when awards were presented to the MP&C Dept. for leading all division MP&C departments for the fourth consecutive year. Tucson Division has had a consistently high Safety record for a number of years, finishing first among all divisions in 1941 and leading the MW&S departments in 1941 and 1943. In recognition of this fine showing, Mayor Jaastad, on behalf of the City of Tucson presented a gold frame for the plaque.

Brooklyn Stores and Telegraph Department also received their awards last month and presentation to San Joaquin Division will be made in April.

TWENTY-THREE YEARS WITHOUT AN ACCIDENT is the record reported for this repair track gang at Sparks, whose members have a combined railroad service of 215 years. Front row, left to right: D. Chicago, R. C. Edgington, E. Gori, M. Rabastillini, P. Nannini. Back row: Foreman James G. Williams, E. Grassini, H. B. Alexander, H. M. Davis, J. Mirack. Another member of the gang, not in picture, is D. W. Preist, Reno attorney, who has worked on the railroad the past two years to help relieve the manpower shortage.



"Main Line" Enjoyed By Large Audience

POPULARITY of "The Main Line," SP's own weekly radio show, is still on the upswing as indicated in the latest Hooper Rating of 8.0 (8 per cent of the radio sets tuned in). This is a fine audience for a regional show and the rating is higher than many well-known national programs.

Now in its second year on the air, "The Main Line" was the subject of an article in the February issue of *Tune In* radio magazine. "The program," says *Tune In*, "takes listeners into the yards, the roundhouses, along the tracks—wherever there are engines, cars, cabooses. More than that, through dramatization of real-life incidents, the weekly broadcast attempts to show that a railroad is not just trains and tracks—it is also the people whose daily work keeps things moving along this vital artery." The article adds that behind "The Main Line" is the biggest sound library ever gathered on railroading, a library that took 12 straight hours to record, and dozens of hours to plan.

"The Main Line" is broadcast to Pacific Coast listeners every Wednesday at 8 p.m. (PWT) over the Don Lee-Mutual chain, and Arizona stations Saturdays at 9:30 p.m. (MST).

P&SR RR Serves Rich Agricultural Area

SCARCITY of shipping facilities during the wartime traffic crisis has accentuated the value of the rail-water services of the Petaluma and Santa Rosa Railroad, electrified subsidiary of Northwestern Pacific, in supplying domestic and industrial demands of its area. P&SR is the only remaining unit in Southern Pacific system to transport freight by a combination of water and rail.

In the early days of California it was not uncommon to use a combination of inland water and rail lines. Some of the most prominent of these systems of days past were the lines between San Francisco and Stockton, and between San Francisco, Sacramento and points farther north on Sacramento River.

The P&SR operates a steamer line between San Francisco and Petaluma, at which point freight is transferred to its cars for delivery to Santa Rosa, Sebastopol, Forrestville, Two Rocks and intermediate stations. Each night, as soon as the loading of that day's freight is completed, the steamer *Petaluma* leaves its pier in San Francisco, steams up San Francisco and San Pablo bays, and into Petaluma Creek, which it follows to the City of Petaluma. There the boat turns in to a basin on which P&SR maintains wharves, warehouses and equipment for speedily transferring freight between vessels and cars.

The *Petaluma* usually arrives at its terminal between midnight and 2 a.m. Unloading commences almost immediately and freight is moved into railroad cars that have been spotted on the wharf tracks prior to the boat's arrival, ready to be whisked away to distributing points along the P&SR.

In addition to the freight that is moved on P&SR rails, truck service is provided to Sonoma, Penn Grove, Cotati, Guerneville and other Russian River towns. Water facilities other than the *Petaluma* operated by the Company consist of a barge and tug which are used in the movement of bulk commodities to points on San Francisco Bay.

The territory served by the Petaluma and Santa Rosa is a rich agricultural area, famous for its production of Gravenstein apples, eggs, and chicks which are shipped to many parts of the nation. The Gravenstein apple culture and some of the other agricultural commodities of this district were developed by P&SR's agricultural development specialists.



OFFICE FORCES at Petaluma and Santa Rosa stations handle business of P&SR and NWP. Workers at Petaluma (top) are, left to right: Harlow G. Park, Edward Biswell, Maxine G. Evart, H. R. Harvey, agent; Claude C. Frey, Elgin O. Carr, Ruth E. Spandri, Demus G. Johnson, Clara M. Wright, F. S. Farquar. On the Santa Rosa staff are, l to r: A. H. Keller, A. M. Sappingfield, Marjorie Schrader, A. L. Reed, agent; W. B. Thatcher, dist. agent, PFE; Lydia H. Svrcek, J. H. O'Neill, George E. Winstead.

Picture at bottom of page was taken during the conference. In front row in lower right hand corner are (l-r): F. L. Ryan, dist. road foreman of engines, Northern Dist.; R. N. Booker, genl. road foreman of engines; S. M. Houston, asst. genl. supt., motive power; V. M. Petterson, supt., Salt Lake Div. Second row: J. J. Jordan, supt., Coast Div.; M. E. Ketcham, RFE (road foreman of engines), Coast Div.; W. C. Fifield, RFE, Coast Div.; I. A. Weihi, RFE, San Joaquin Div.; G. A. Bays, supt., Tucson Div.; H. S. Fairbank, supt., Rio Grande Div. Third row: W. M. Brennan, RFE, Sacto Div.; M. L. Jennings, supt., Sacto Div.; F. A. Denry, Jr., RFE, Sacto Div.; J. E. Peterson, RFE, Shasta Div.; R. A. Miller, RFE, Tucson Div.; C. A. Ball, RFE, Tucson Div.

Fourth row (standing): W. G. Elmore, RFE, Salt Lake Div.; S. M. Harrington, RFE, Shasta Div.; S. J. Mackie, chief clerk, NWP; C. W. Gibson, RFE, NWP; J. T. Canty, RFE, LA Div.; A. C. Everett, RFE, Salt Lake Div.; A. C. Young, RFE, LA Div.; C. J. Riedel, RFE, Portland Div.; F. J. Jost, RFE, Portland Div.; B. E. Stone, RFE, Western Div.; L. P. Hopkins, supt., Portland Div. Back row: E. D. Moody, supt., Western Div.; L. J. Franklin, RFE, San Joaquin Div.; A. H. Hoffman, dist. RFE. Southern Dist.; A. G. Newell, dist. RFE. Eastern Dist.; F. R. Benton, RFE, Tucson Div.; J. H. Suske, RFE, Western Div.

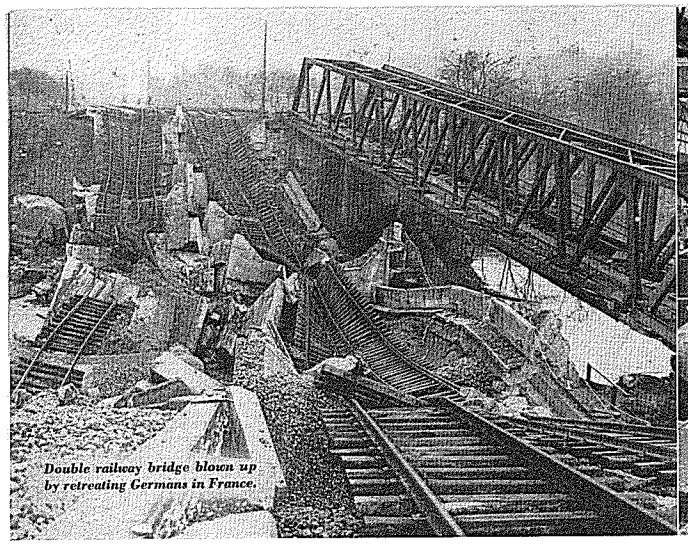
Also present, but not in picture, were H. R. Gernreich, supt., LA Div.; B. W. Mitchell, supt., San Joaquin Div.; G. H. Kilborn, supt., Shasta Div.; and Rio Grande Div. road foremen of engines Harry Nations, R. U. McNelly and F. A. Driscoll.

Pacific Lines Operating Heads at SF Conference

OPERATING representatives from all over Pacific Lines were in San Francisco in January to attend a two-day conference with general officers. Representatives included all division superintendents, who were pictured in last month's *Bulletin*, and road foreman of engines.

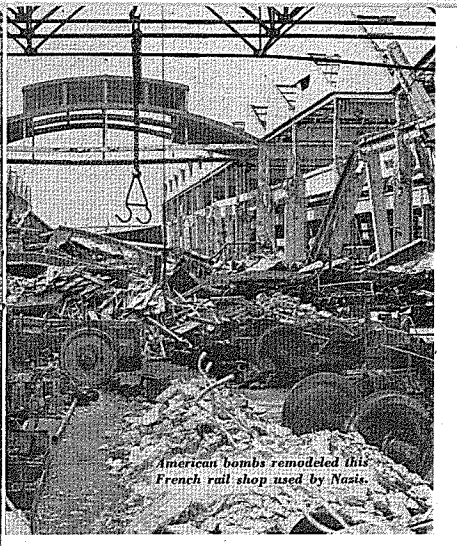
OPERATING DEPARTMENT REPRESENTATIVES AT SAN FRANCISCO CONFERENCE IN JANUARY (SEE ITEM ABOVE FOR NAMES).





Double railway bridge blown up by retreating Germans in France.





American bombs remodeled this French rail shop used by Nazis.

OUT OF THE RUINS, A RAILROAD

WHEN GI Casey Jones returns from the wars he will be able to swap some pretty good railroad yarns with his home-front fellow workers on the subject of "miracles of railroading."

The railroading miracle on the home front has been the movement of more war freight than was thought possible with the available facilities—but the miracle of transportation on the battle front has been to take badly bombed equipment, sometimes reduced to junk, and convert it into an integrated railway system.

In China, India, Burma, Iran, Africa, Italy and France railroaders in uniform—many of them from Southern Pacific—are hi-balling their way to glory as they maintain vital supply lines for their front-line buddies.

When the Military Railway Service moves into a new country it must depend, almost wholly at the start, on what it can piece together—jigsaw style—from the ruins left by our own bombers and by the enemy's demolition experts. What was left in France was far from encouraging.

In Southern France some 3,000 bridges had been destroyed, in one small district alone, all the bridges that had to be rebuilt would stretch for miles. In Normandy the railroads received such a thorough going over that all materials and troops had to be transported by trucks until repairs could be made to roadbeds, junctions, spurs and communication lines.

In a single viaduct commanding almost all the traffic of Western France, 22 out of 32 arches were blown up. Worst damage had been wreaked in the marshalling yards all the way from the Mediterranean Coast to the heart of France. Chaotic heaps of burned cars, smashed engines, twisted rails were left. Only a small percent remained of the locomotives that existed in France before the war, and the number of cars was cut in half, including captured German cars.

Yet in a few short months soldier railroaders in the shops and on line had built up their rail plant, and last December the Second MRS moved about 50,000 tons of war materials a day. In one 114-day period, they carried more than 426,000 troops and civilians, of which 97,000 were German prisoners.

To run their trains, soldier-railwaymen use American equipment and anything else they can get their hands on. More than 60 per cent of their rolling stock is of Italian, German, Dutch, French or Belgian origin. They also use some U. S. freight cars left in Europe by the AEF after World War I; the rest is equipment they brought in right after the invasion that had been shipped to Great Britain and assembled there.

Operating a military train in Europe is fraught with danger and adventure. Trains drive through the night blackout without headlights. Engineers do not always know what looms around the next bend. Without lanterns, brakemen and conductors signal by swinging the glowing butts of cigarettes or the tiny flames of cigarette lighters. Crews feel the tracks sag when they traverse a newly repaired bomb rupture. Every tunnel is a potential death trap where some saboteur may have left a carload of explosives.

Despite all these handicaps, soldier railroaders have turned in smash hit performances. Their ability, initiative and ingenuity have won for them many unit and individual citations for their efficient operation of war trains. One of the most recent of these citations is the Meritorious Service Unit Plaque accorded the Second MRS, commanded by Brig. Gen. Clarence L. Burpee, for its superior performance in planning and operating French railroads in support of the invasion.

A few months ago Lt. Gen. Mark W. Clark presented Brig. Gen. Carl R. Gray, Jr., commander of the First MRS in Italy, with the Fifth Army Plaque and Clasp, honoring MRS men who were "habitually performing the impossible."

An example of how these and other citations were won was demonstrated recently by a young lieutenant and four enlisted men. A car loaded with Air Corps bombs exploded in a French railyard, starting a fire in a 31-car train on an adjacent track. In those cars were more shells and bombs. The five men commandeered a French switch engine, uncoupled the burning cars and pulled the rest of the train to safety. Then while bombs and shells were exploding and showering the entire area with shrapnel and debris, they proceeded to another track, hitched up two cars of mail and two cars of coal and dragged them from the danger zone.

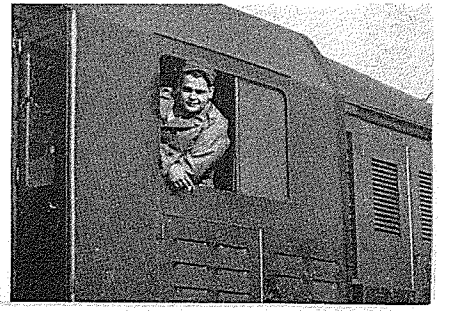
Another time, in the Third Army sector, men of an advanced Railway Operating Battalion pulled a train laden with replacements into a northern French railway yard. Not until they had come in sight of the silhouetted station did they realize that Germans still held the area. Advance Allied patrols were fighting a half-mile behind them. The replacements men alighted from the train with weapons ready and held their own until the advance patrols caught up with them.

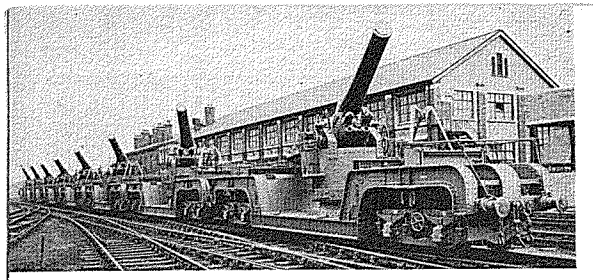
Another important phase of MRS work is evacuating wounded from the battle areas. Railway Battalions have worked overtime to complete special hospital trains to speed the transfer to the rear of these war casualties. Several complete hospital trains have been received from the United Kingdom and there are now more than 30 of these mercy units operating in France. Already they have evacuated about 150,000 patients from front line areas.

MRS men have been strafed, bombed and sniped at, but still they continue to ram their trains through to assist combat troops. It all adds up to a story that will be legendary in railway history—a story that will end some day when a Yankee soldier, perhaps an SP man, hi-balls a military express train into what is left of Berlin.



KEEPING 'EM ROLLING IN FRANCE is Sgt. Henry McBride, whose experience as fireman at Tracy is proving invaluable in keeping supplies moving to the front. He's in cab of a diesel engine.





OLD 12-IN. HOWITZERS LEAVE BRITISH RAILWAY SHOP AFTER BEING REFURBISHED.

BRITISH "RAILS" CAN TAKE IT

SIX years of war, during which time they have taken severe pastings by Nazi bombers and "buzz-bombs," have failed to dent the spirit of British railroaders. In years to come, the records of their accomplishments will be remembered as one of the great stories of the war.

Not only have the British railways maintained a comparatively high standard of efficiency in meeting war-time needs, but they have worked wonders in adapting their production methods to the manufacturing of vital war equipment. They have built tanks, guns and ambulance trains for the Army, catapult trollies and assault boats for the Navy, airplane parts for the RAF, besides testing and repairing damaged aircraft.

In the shops of the London, Midland & Scottish Railway, this work was carried on in addition to maintaining 8,000 locomotives and 295,000 cars. It was accomplished, according to British Information Services, by working 20 million man-hours more per year than before the war with 44,000 workers in the railway's seven shops.

Experiences with bombing attacks have taught the Britishers how to repair damaged equipment in record time. One of the fastest repair jobs of the war was done after a flying bomb badly damaged a four-track bridge between two London stations last summer. Half of the bridge was demolished. Repair gangs removed the steel flooring, rolled steel joists were hurried from emergency dumps and put into position and timber trestles were placed underneath them. The job was finished in 34½ hours and the first train rolled across it the day after the bombing. Apart from damage to the bridge, the tracks had been torn and distorted, and seven cables, many wires and a power cable had been severed. Installation of temporary cables was started in the morning and full communication was restored that afternoon.

Damage to another railway, caused by a flying bomb, was repaired rapidly by the engineering and "permanent way" staff, who were on duty for 24 hours. Drawings of temporary repairs to a bridge, including stiffening of all main girders, and the designing of a trestle to carry up to 250 tons, were completed by two draftsmen in two hours and 20 minutes.

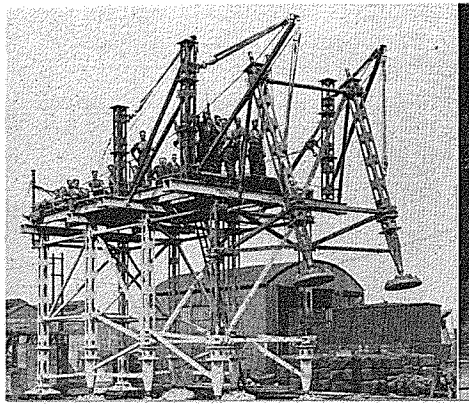
Women railroaders have done a man-sized job to relieve the labor shortage. In one huge London freight depot, which distributes food to many markets and stores, more than 600 women are employed as teamsters. They handle the horse-drawn wagons which carry heavy goods, operate giant electric cranes that unload and load freight cars, feed and groom the cart horses, and act as stock-takers, timekeepers, wagon-pilers and stablewomen—in all, 20 jobs formerly done by men. More than 80 per cent of them are married and have children and homes to care for. During the day the youngsters are left at nurseries.

British railroads have attempted to maintain as nearly normal service as possible, but at times have been forced to cancel trains suddenly. When this happens, long lines of civilians and service personnel (the latter get priority) may wait several hours. One line stood 11 hours before a train was available.

-V-

Within nine days after D-Day, American railroad men of the Military Railway Service were restoring and operating the railroads of France—sometimes under fire from Nazi artillery and snipers.

"BY-PRODUCTS" OF BRITISH RAILWAY SHOPS have become many and varied to meet wartime needs and wonders have been worked in adapting production methods to manufacture of vital war equipment for all branches of service. Tanks, guns (see picture at top of page) and ambulance trains for the Army, assault boats for the Navy and airplane parts for the RAF are among their output. Picture below, left, shows section of a bridge for the Army. So true is the designing of various parts that they could be made at different shops and assembled at a central point with utmost precision. Picture at right shows shells being turned out at a railroad shop. In one shop, 460 women and 27 men in one week re-formed up to 40,000 shells of various sizes.





Berlin Softener

AFTER battling through his tour of duty as radio operator and gunner on the B-17 Flying Fortress, *Roger the Dodger*, Richard E. Maher, secretary to vice president and general manager, PMT, SF, before joining the Army Air Force, is back in the States wearing the Distinguished Flying Cross, the Air Medal with four Oak Leaf Clusters, and the Presidential Unit Citation in recognition of his outstanding performance in air attacks on Germany.

A technical sergeant, Dick was attached to a heavy bombardment group of the Eighth Air Force stationed in England in what is termed the roughest theater of aerial warfare. During 250 hours of bombing attacks on Nazi war installations he operated his radio equipment and manned his guns with "extraordinary achievement . . . heroic determination and disregard for personal safety."

"Leipzig's anti-aircraft gunners really had our crew worrying one day," he reported on a recent visit to the *Bulletin* office. "Just as we were about to start our bomb run, flak knocked out two of our engines, both on the same side of the plane, and we began to lose altitude in a hurry. We still had our load of bombs, but we couldn't get our bomb-bay doors to open. We were going down all the time as we headed for home, and flak kept following us all the way. Then our engineer managed to get the doors open and the bombardier silenced some of those flak batteries with several tons of destruction. From then on our trip back to the base was easier, but it was good piloting and two stout-hearted engines that brought us back."



SGT. RICHARD E. MAHER

Some of the objectives Dick visited in the bomber are the industrial targets of Berlin, Hamburg, and Munich, aircraft factories in Regensburg, marshalling yards in Munster, and synthetic oil refineries in Stuttgart.



LT. ROBERT WHEELER (left), former clerk in General Freight Office, San Francisco, and now pilot of an A-20 Havoc light bomber, listens as two members of his crew, Staff Sgt. Benjamin Bottler and Cpl. Alvin Sherlin, tell how they bailed out of their disabled Havoc returning from a bombing mission over Germany. Wheeler made an emergency landing after the gunners jumped from plane. How Bob and his crew cheated death is told in story below.

PILOT CHEATS DEATH IN CRIPPLED BOMBER

WITH the flaming pyre of a wrecked plane floodlighting the runway of an emergency landing field in France, Lt. Robert L. Wheeler, clerk from General Freight Office, SF, last month piloted his plane to a forced landing and a near-rendezvous with death.

Bob and his crew were returning from a successful bombing mission over Germany when it began to rain. "The rain froze on the windshields," he said, "and when we ran into heavy clouds the whole formation broke up. I started flying by instruments, but they failed and I lost control of the plane.

"I told the gunners to bail out and then tried to get out myself, but the hatch was stuck. While I was trying to smash the cockpit glass one of our planes crashed in flames, lighting up the runways so I could see to set my plane down. Skidding along the runway, I struck another plane, tore off its right wing with the bomb rack of my left wing, then rolled off the runway into a bomb crater where my plane nosed over, a total loss."

Bob miraculously escaped injury and the only one of his crew to be hurt was a gunner who received a slight cut over one eye.

SP MAN TESTS FIRST RADIO-CONTROLLED WAR TRAIN

THE first use of radio in train operation in a war theatre, with an SP man one of the instigators of the test, was recently reported by the Military Railway Service in France. S/Sgt. Ray Welker, a Portland Division fireman, and his buddy, T/4 Charles Sample, Jr., of the Pennsylvania Railroad, who are serving with the MRS in France, were responsible for the test.

Soldier railroaders overseas have been hearing and reading considerable comment about the added safety and convenience gained by having train and engine crews in constant communication with each other by telephone or radio. So Welker and Sample decided to try it.

"We reasoned that if end-to-end communication has proved so highly valuable in the States, it ought to help us out a lot over here, too," Ray explained. Their idea was that when train and engine crews are able to talk to each other train operations are greatly improved and facilitated. The train can be stopped immediately by merely calling the trouble to the engineer, instead of frantically waving, trying to flag him.

"In making our tests," Welker said, "we had to arrange for communication without any permanent installations on rolling stock, and the cost had to be practically zero. So we borrowed a couple of walkie-talkie sets which weigh about four pounds each. These we installed on the front and rear of a train and started our test run."

Welker rode in the cab during the run, while Sample took the position of flagman at the other end of the train. They made a 90-mile round trip and were in perfect communication all the time, except for a few moments while passing through a tunnel.

"At one station where we had to make a layover, we tried out the possibilities of radio for yard operations," Welker continued. "It was found to be of great value in a classification yard, since car numbers could be given directly to the operator as they were read off, eliminating written tabulations and delay in carrying them from yard to operator.

Results of the test were reported to the commanding officer of the battalion, with a recommendation that radio be regularly adopted for both train and yard operations as soon as possible.



Ashore Aloft and Afloat

News of SP Fighters Everywhere

WHEN the going gets tough on battle fronts, our fighting men dig down deep in their bag of tricks and inevitably come up with a solution to their problem. **Jack Moore,** MM 1/c, is a good example of these resourceful fighters. Jack was a machinist at Sacramento Shops before joining the Seabees and is now serving in the South Pacific where he and his men recently were called on to turn out a rush armorplating job. The Marine Corps needed an armored bulldozer cab, and they needed it quick, but they had no plans for a cab to fit their 'dozer. Moore and his men were assigned the job, revised existing plans, and constructed the cab of half inch boiler plate. All through the night they worked so as to have the cab ready and waiting when the Marine officers reported the next morning. It was a good job, too, in fact it was so good the Marine Corps promptly put in a requisition for a second cab which was completed with the same dispatch as the first one. Recognition of a job well done was given Moore and his men in the *Island X-Ray,* 141st Naval Construction Battalion publication.

At an Eighth Air Force bomber station in England, **Lt. Willis M. French** has just been awarded the second Oak Leaf Cluster to the Air Medal for his part in bombing attacks on vital German industrial targets. Willis, an information and chart clerk from the LA Pullman reservation bureau, is flying in what is considered the toughest theater of aerial warfare. He is co-pilot of the Flying Fortress *Lady Be Good* and has bombed such objectives as tank and truck factories at Bremen, the motor transport works at Mannheim and the marshalling yards at Saarbrucken.

Pfc. **Charles G. Perry,** of LA Division, is now stationed near Calcutta, India, where he is working as an airplane mechanic. Of warfare he has little to say, but he does find the country interesting. "The people are very polite," he says, "and I guess they think we are a very queer race—but even so, they still come to our boxing matches and baseball games."

Down in the Palau Islands, **Charles Eddy,** of Sacramento Shops, is serving with an engineering squadron. There are no railroads on the small islands and he writes: "I certainly would like to see a locomotive in the flesh again."

After more than 28 months' duty in the Pacific, **Donald E. Gilliam,** warehouseman at Phoenix, is back in the States. Don was a jeep driver with the Marines and most recently saw action at Saipan and Tinian. He is also a veteran of the fierce Tarawa battle. He took great pride in his jeep, which he drove for more than 17 months. It was trimmed with chrome rims taken off a Ford captured from the Japs on Saipan and a New Zealand air horn.

"We are doing everything we can to get Adolph out of the driver's seat and back into the paint business," writes S/Sgt. **Henry F. Winter,** of Pension Dept. SF, "and it's mighty comforting to know that you are back of us with your fullest cooperation. That makes a combination no one can beat—not even the master race." While the fighting goes on unabated, Harry says his spare time activities have been greatly reduced by the advent of winter in Holland. He says he was very much surprised with the linguistic abilities of the Dutch people. "The Dutch learn English in school and it isn't uncommon for a tot about 10 or 12 years old to carry on a conversation in English." Evenings he says, usually are taken up with an Army movie, but the highlights of entertainment are the USO shows with entertainers from the States. "You can't imagine how good it is to see and hear someone from the States, with their jokes and stories—and to hear them speak English without an accent. Of course I wouldn't be typical GI if I didn't say the girls looked mighty nice."

Another Pension Dept. employe recently heard from is **Henry Hudson,** Yeoman 1/c, now with the Pacific Fleet. He is a member of Service Squadron Ten, the huge mobile advance base which services fighting ships far out in the forward area. It is one of the heavy duty, odd-job organizations on the

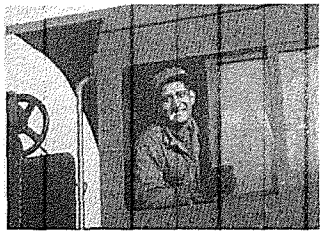
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1 James Bonbright
Telegraph Dept.
2 Donald Snyder
Portland Div.
3 R. H. Tanner
Salt Lake Div.
4 Robert Lake
Sacto Div.
5 W. E. Klosterman
Shasta Division
6 Alvin Burke
LA Shops
7 Frank Vasquez
Coast Division
8 Henry Haggard
LA Division
9 William Deputy
Coast Division
10 Angel Gandara
Rio Grande Div.
11 Lester Holmes
Pass. Traffic, SF
12 George Davis
Western Div.
13 Clyde Judkins
Salt Lake Div.
14 Thomas Hughes, Jr.
Pass. Traffic, LA
15 Jack Reimers
LA Shops
16 Paul Arino
Sacto Shops
17 Robert Hughes
Western Div.
18 Jimmie Starkey
LA Stores
19 Joseph Puma
San Joaquin Div.
20 Merrill Woodmansee
Tucson Division
21 Ralph Conner
LA Division
22 Duey Williams
PMT, LA
23 Karl Hollbrook
Shasta Division
24 James Hansen
Motive Power
25 Ernest Bitner
Roseville Stores
26 Francisco Mayorga
Rio Grande Div.
27 Francis Moroni
Sacto Shops
28 William Washnish
PMT, LA
29 Emmitt Roberts
San Joaquin Div.
30 Edward Rice
Sacto Div.
31 W. T. Muse
Tucson Div.
32 Joseph Costa
Portland Div.

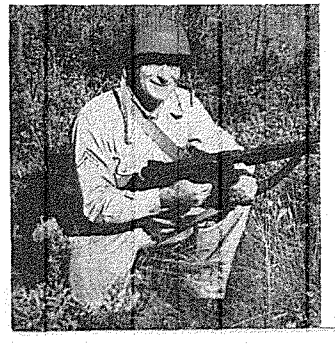
1 Murray Richardson
Salt Lake Div.
2 Albert Broderick
Coast Division
3 Marion Brooks
Sacramento Div.
4 Rudy Rios
Tucson Div.
5 Richard Knollmiller
LA Shops
6 Harvey Lunsman
WO Stores
7 William Olney
San Joaquin Div.
8 Kasner Blurton
Shasta Div.
9 Ruben Lindegren
Coast Division
10 Frank Averna
LA Division
11 Claude Cravens
Sacto Stores
12 W. R. Baker
Coast Division
13 Ray Ehmke
Land Dept.
14 Edmundo Cota
Tucson Div.
15 James Keneely
Sacto Shops
16 Grover Temple
Portland Div.
17 Larkin Ranney
LA Shops
18 R. M. Munoz
Rio Grande Div.
19 Donald Hicks
LA Division
20 Sylvan Gunther
LA Shops
21 Randolph Lewis
Tucson Div.
22 George Francisco
San Joaquin Div.
23 Shirley Tiedt
Sacto Shops
24 Robert Pratt
Frt. Claim
25 Manuel Souza
Sacto Shops
26 Arnold Milbrandt
Shasta Division
27 Joseph Gonzales
WO Stores
28 William Baker
Sacto Division
29 Frank Davis
Portland Div.
30 Clifford Giles
LA Division
31 Paul Bennett
Aud. Frt. Accts.
32 Timothy McCarthy
Coast Division



OGDEN TO ROME was the itinerary of Ralph Ahlberg (extreme left) of Salt Lake Division, who is shown above as one of the select crew chosen to operate the Diesel-electric locomotive which pulled Secretary of War Stimson and others on the first train into Rome from Naples last July. Ahlberg is a member of 713th Railway Operating Battalion.



EL PASO TO BELGIUM: Felix Chavez, who was sheet metal worker in El Paso Roundhouse before joining the Army, flashes a smile from the cab of a locomotive in Belgium.



LONE PINE TO SOUTH PACIFIC was the jump made by Pfc. John W. Wallace, who was clerk at the first-mentioned point before donning a uniform in Feb., 1943. On back of this picture John wrote: "Best regards to all the gang on San Joaquin Division."

front line consisting of a giant network of service ships which move from place to place supplying the fighting fleet with fuel, general stores and repair services. Hank handles records, reports, receipts, transfers, correspondence, promotions and other clerical personnel matters pertaining to the unit. Admiral Halsey highly commended the squadron for its high efficiency in supporting the Pacific Fleet during recent naval battles.

Repairing and maintaining bombsights for heavy bombers smashing German fortresses from Italian bases is the job of S/Sgt. **Clifford E. Pepple,** from Shasta Division. Cliff and 10 of his buddies check all the bombsights at his base. They are furnished a portable workshop that is kept at a constant temperature the year round. Surrounded by drills, small saws and testing devices, these mechanics check the precious sights after every 15 hours of flying time, and after every 50 hours of flight the sights are completely inspected and overhauled. Every part is examined for corrosion and each movement checked for any deviation of action.

A veteran of the Guadalcanal and Bougainville campaigns, **Robert Campbell,** Coast Division employe before entering military service, has been promoted to staff sergeant. He wears the Combat Infantryman badge and Good Conduct Medal. His mother, Jean, works in SP's Central Mailing Bureau, SF.

John W. Wallace, San Joaquin Division employe, has been promoted to technical sergeant at his base which he locates as "somewhere west of San Francisco." John has been doing a lot of fighting and traveling, but, as he says, "I'm always chaperoned by a lot of GI's. When this is over, and I'm home again, I think I'll be ready to settle down. I want to get back to my job and spend my spare time fishing."

Second Lt. **Leslie G. Smith,** Fresno SP man, has been awarded the second Oak Leaf Cluster to the Air Medal as reward for his activities over Germany. He is pilot of a B-17 Flying Fortress and is stationed in England.

A recent visitor to General Freight Office, SF, where he worked before joining the AAF, was Lt. **Jack Coakley** who has been serving with a heavy bombardment group in the South Pacific as bombardier-navigator on a Liberator bomber. He related some of his adventures and displayed a few of the decorations, including the Purple Heart, he has received in recognition of his activities. A parachute landing and a crash landing are two events he will long remember. He was serving as a bombardier on the day his plane crashed and was one of the fortunate few who survived. He was critically injured but six of the crew were killed including the navigator, the position Jack frequently filled.

Tea leaves are no longer the principal product hauled on the Bengal-Assam Railway where **Willis J. Reeves,** Portland Division employe, is high-balling freight. American soldier railroaders have increased by more than 100 per cent the carrying capacity of this small, meter-gauge railway since they started running it in March, 1944. The line was built in peacetime to handle the needs of tea planters, but now it is one of the most important supply lines for American and Allied troops in India and Burma, and for troops in beleaguered China. Willis recently was made a corporal.

Blasting the Japs is not a one-sided battle at all according to S/Sgt. **George Ihucki,** of Shasta Division, because the Nips blast right back. George left New Guinea and moved into the Philippines a few days following the invasion. "How many air raids we went through are hard to determine," he writes, "you could hardly tell when one ended and the next one started. The convoy was attacked twice on the way up here, and when we transferred to the LCT, Jap planes hit us again. There have been two raids tonight. There is no railroad on this island, so the trucking outfit I am with does duty all day and night. Days aren't so bad, but night operations are in total blackout, and that makes the going really tough."



RHODES AND ROSE: Pvt. Ruth M. Rhodes (right) was OS&D clerk at Portland, Park St. Freight Office before becoming a WAC. Now she's at Gore Field, Great Falls, Montana. Margaret Rose (left), former passenger aide (see page 8) at Los Angeles, is in England with the American Red Cross.

Cologne, Munster, Hamburg, Merseberg, Frankfurt, Kassel, are just a few of the German strongholds that have felt the breeze of *Fast Company,* as pilot Lt. **Ernest Hansen** and his crew affectionately call their bomber. Hansen was secretary to general freight agent at LA before joining the Air Corps and he says he'll be glad when he can return to his old position. He was recently awarded the Distinguished Flying Cross for outstanding performance on one of his missions.

A glamorous, enticing description of Dutch East Indies was given in a recent letter from **Frank Eagen,** Real Estate Dept., in which he told of the beauty of the hills and of the lakes that are dotted with small boats. Army life has its bright moments, too, he says. "Movies are out-of-doors under a sky of twinkling stars and the best feature of it all is the crowd that attends. Jeeps and trucks drive up fully loaded with GI's and there they sit, just like in a five dollar box seat back in the States." But Army life also has another side, according to Frank. "We shave out of our helmets and mine is developing a ring around it which looks like the inside of a boarding house bathtub. Showers are taken with natural water which is always lukewarm. Haircuts are obtained out in the open under a piece of flat canvas which obviates the necessity of having to sweep up afterwards. Laundry is important and the boys generally do it while taking their showers, jumping or stamping on their day's wash, after which it is hung up along the side of the tent."

Two employes of General Freight Office, SF, who recently were awarded second lieutenant bars in the Army Transportation Corps are **Guy Dunscomb** and **Ed Maki.** Guy is in charge of a unit that loads and unloads ships at Seattle. Ed, who has been stationed in Iran, is continuing with his training.

SP Merchant Mariner Tells of Saipan Raid

"THERE was a time or two when I wasn't sure that I was going to return from the last trip," Sidney Lindsey, of Sacramento Shops, now a lieutenant in the Merchant Marine, said on a recent visit to the *Bulletin* office.

"The most spectacular of these incidents was the affair at Saipan," he stated. "One night we were anchored in Saipan harbor, watching the lights that spread before us for about twenty miles. Suddenly the harbor lights started to go off—and fast. Air raid sirens began their mournful wail. I dove below to sound the alarm and to turn off the ship's lights.

"Everything was very quiet until suddenly anti-aircraft fire and machine gun bullets began to blast at an unseen target. Then, out of nowhere came a flaming comet—a member of the Rising Sun, only this time he was setting.

"The next morning I went ashore to investigate the effects of the nuisance raid of the night before. 'Nuisance' is a vast understatement for that encounter, even though it was a very light raid, compared with some of them. Wherever I looked I could see strafed and damaged equipment, bomb craters and buildings and other facilities that had felt the impact of the nuisances."

Sidney has accumulated a large collection of souvenirs from the islands during his frequent trips there. Among his most prized possessions are a jeweled saber that belonged to a Jap officer, a Jap pistol and an assortment of Jap medals.



IN FRANCE and doing highly commendable work with the Transportation Corps in supplying the men at the front are Lt. Tom Fante (left) and Capt. Clarence Fine. Fine, former asst. chief clerk, Sacto Stores, is transportation officer and railway storekeeper; Fante, who was asst. editor of the *Bulletin,* is mess and supply officer. (Other members of the Fante family appear on page 23.)

Purple Heart Queen candidates Leona Wedde and Midge Alexander, who represented Southern Pacific in the blood donor drives in San Francisco and Oakland, did not finish first but they made a splendid showing with almost 1500 pints of blood for the Red Cross credited to them. Leona, who is secretary to engineer of tests in Motive Power Dept., SF, finished 6th among 47 contestants, with 547 pints of blood. Midge, stenographer at 5th & Kirkham Freight Office, Oakland, was 5th among 38 contestants with 874 pints. Both contestants deserve applause for their untiring efforts to make the drive a success.

SERVING THEIR COUNTRY

18,904 men and women from Southern Pacific Transportation System (Pacific lines and lines in Texas and Louisiana) and wholly-owned subsidiaries in the U. S. had been called into military service up to February 15. Of this number, 157 have died in service and 2,122 have returned to civilian life, leaving total of 16,625 now in service. Pacific lines employes in armed forces numbered 12,307

PACIFIC MOTOR TRUCKING

BEEBE, Joseph E. (Portland), Army
BRIGHT, Clarence H. (Tucson), Army
JONES, James E. (Los Angeles), Navy
MACK, Guy M. (Los Angeles), Mer. Mar.
NARAMORE, E. P. (Los Angeles), Army

TRAFFIC DEPARTMENT

GOY, Kenneth E. (Fresno), Mer. Mar.
HEIST, August (Chicago), Navy
PRENOVOST, Jean L. (Phoenix), Navy
TAMBLING, Dorothy P. (LA), Marines
VIDAL, Leo T. (LA), Navy

DINING CAR DEPARTMENT

DAVIS, Roosevelt (LAC), Army
EARL, Allen (WOC), Army
FEATHERS, David (WOC), Mer. Mar.
HAYNES, Millard, Jr. (LAC), Army
LEE, Charles H., Jr. (WOC), Army
MOORE, Robert W. (WOC), Mer. Mar.
PEOPLES, Curtis (WOC), Mer. Mar.
RUTLEDGE, Joseph E. (LAC), Army
SHELLINGBURG, J. (WOC), Mer. Mar.
STEWART, Lewis C. (LAC), Army
STODDARD, Robert G. (OPNS), Army
UPDIKE, William H. (LAC), Army
WILLIAMS, Rudolph S. (LAC), Army

PACIFIC FRUIT EXPRESS

JOHNSON, Loraine, WAC

HOSPITAL DEPARTMENT

CASH, Henry L., Army

MOTIVE POWER DEPARTMENT

ALDANA, Mario L., Navy

OPERATING DEPARTMENT

DRAKE, James E., Jr., (Phoenix), Army

ACCOUNTING DEPARTMENT

MOURGOS, George D. (APRA), Army

(Continued on next page)



EQUIPMENT SECTION STAFF of the 705th Railway Grand Division in India is composed almost entirely of SP men. Seated is Major Fred Schilling, who was master mechanic at Portland. Standing, left to right: Sgt. C. C. Kammermeyer (Chrysler Corp.); Sgt. S. A. Kaminski (St. Louis Pullman Shops); Sgt. D. T. Faber; Capt. I. P. Crouthamel (genl. foreman, LA Shops); Cpl. C. A. Freeman (LA Ticket Office); Capt. N. A. Passur (air-conditioning engineer, Motive Power Dept.); Capt. W. B. Shaw (machinist foreman, Eugene); Sgt. R. C. Rarke (T&NO); Pfc. C. E. Kelley (LA Switchman); Sgt. E. D. Stewart (LA Shops Draftsman). "Our headquarters are in a very good building for this country," writes Passur. "It formerly was used by the government of Assam as a state-operated weaving school. We were fortunate to get it; otherwise we'd have to live in tents or huts."

SAN JOAQUIN DIVISION

BALDWIN, Albert H., Army
BLUNT, Leroy O., Army
CHRYSLER, Loren H., Navy
DANIELS, Robert H., Navy
EDGAR, Leo T., Navy
GOODRICH, W. G., Mer. Mar.
HARDIN, Loyd E., Army
HARSHMAN, H. W., Army
HARVEY, Robert M., Seabees
KENNEDY, Frank, Mer. Mar.
NITER, Charles E., Navy
PARRISH, Gordon L., Army
RAY, Robert E., Army
REYNOLDS, Clyde T., Army
TUNE, Emory L., Army
WEBB, Milton, Jr., Navy
WENZEL, Paul G., Mer. Mar.

TUCSON DIVISION

ACUNA, A. L., Mer. Mar.
BROWN, Robert W., Navy
BUSHEY, Harry M., Mer. Mar.
COMBS, Fred, Jr., Navy
DIAZ, Jose O., Army
DI IOLI, Girard, Jr., Army
DOBIAS, Clair A., Navy
GOSSETT, Elvin D., Navy
HILL, Clarence V., Mer. Mar.
HODGES, Belton E., Navy
LAZANO, Antonio F., Army
LOPEZ, Raul S., Navy
MARKINS, Jerry J., Navy
PALMERTREE, Jas. E., Navy
PEVEHOUSE, Billie B., Army
OJEDA, Alfonso C., Army
REDONDO, Luis D., Army
SANCHEZ, Edgardo C., Navy
VALENZUELA, Jose A., Army
WATSON, Edwin C., Mer. Mar.
WILKINSON, Earl E., Navy

WESTERN DIVISION

BAKER, Owen R., Army
DONLEY, Richard E., Army
FOLKMAN, W. P., Army A.C.
FRIEND, Vernon A., Navy
JAMES, Arthur C., Mer. Mar.
JONES, Rupert I., Army
KIDD, Shelvie D., Army
LEACH, Ellsworth E., Army
MEEKS, Carl W., Army
SLOAN, Harvey J., Navy
STARNS, Morgan W., Army

EL PASO SHOPS

ALIRE, Jose M., Army
SHINDO, Frank, Army

SACRAMENTO SHOPS

FREITAS, Albino, Jr., Army
HOGGE, Edward, Army
O'LEARY, Harold W., Army
RENO, Forrest B., Army
TAVERA, Tony, Mer. Mar.

SACRAMENTO STORES

RODRIQUEZ, Eduardo, Army

RIO GRANDE DIVISION

ALEXANDER, H. A., Army
ALVA, Gonzalo A., Army
BELTRAN, Ruben, Army
CONKLIN, David C., Mer. Mar.
DELGADO, Jose I., Army
GUTIERREZ, Silvestre, Army
HAMBRICK, J. L., Navy
HERNANDEZ, Salvador, Army
LANDERS, Clyde R., Army
LUJAN, Encarnacion C., Army
MARQUIZ, Leopoldo R., Army
PADILLA, Jesus E., Army
PEREZ, Antonio R., Army
ZAMORA, Alejandro, Navy

LOS ANGELES DIVISION

BANKS, Gale C., Army
DEWEY, Joseph C., Army
HARROLD, Dyer M., Navy
LARES, Felipe R., Army
RAINS, Eugene R., Army
SANCHEZ, Louie S., Army
TORRES, Dave O., Army
WOODS, Donald A., Army

SHASTA DIVISION

BILYEN, Ralph O., Navy
CHRISTISON, R. G., Navy
EVANS, Don L., Army
GEMMELL, D. A., Jr., Army
GUNN, James R., Navy
HUGHES, Clarence A., Army
MILLER, George E., Mer. Mar.
MORRIS, Delbert D., Army
OLSEN, Wesley M., Mer. Mar.
PETERS'EINER, Bud, Army
WESTROM, Roger P., Navy

COAST DIVISION

ACCORNE, Leon E., Army
BONTRAGER, Jesse P., Army
CAMACK, Charles A., Army
HILL, George D., Jr., Navy
LaFRANBOISE, A., Mer. Mar.
LINDLEY, Walter W., Navy
LIPSKA, Harold L., Army
LYNN, Milton J., Army
MORRIS, Sherman E., Navy
ORTON, Amos H., Army
SEYMOUR, Roy E., Army
SOLDAVINI, Louis A., Army
TAYLOR, Douglas J., Army
WILSON, William J., Navy

SACRAMENTO DIVISION

DEL CARLO, Andrew W., Navy
FLANERY, Earl V., Mer. Mar.
HAMBLEN, Eldon H., Army
MANSUETI, Harry L., Army
MOORE, Charles R., Army

PORTLAND DIVISION

ARELLANO, Santos, Navy
BROWN, Ernest J., Navy
CORNELIUS, Daniel R., Army
DAVIS, Richard A., Army
DORMAN, Ivan L., Navy
HART, William J., Navy
HOWARD, Wallace C., Army
KENT, Alan B., Army
LEU, George J., Army
McKENNEY, Frederick, Navy
MIDLAM, Ivan L., Army
RANEY, Stanley H., Army
READY, Wm. R., Army A.C.
ROBERTS, William J., Army
SHOREY, Larry G., Navy
SNEED, Donald K., Navy

SALT LAKE DIVISION

ADAMS, Roy N., Army
ANDERSON, Clebie A., Army
ATILIO, Capurro, Army
BEEBE, Norton E., Army
BINGHAM, Clyde R., Army
DEY, Gordon M., Army
ELLIOTT, Arvil C., Army
FYFFE, Harold W., Army
GARCIA, Manuel P., Marines
GARI, Ray J., Army
GREENLEE, Donald H., Army
HADLEY, Frank H., Army
HIGLEY, Lloyd C., Mer. Mar.
HOOPER, D. W., Army

Major S. G. Lefner, Los Angeles Div. | Lt. Chester L. Hill, LA Stores | Lt. R. P. Bliss, Asst. Gen. Aud., SF | Lt. Billy Da Vault, LA Division | Lt. E. G. Fish, Tucson Division | Lt. Robert Lathrop, Coast Division





Guy Taylor, Sacto Stores | Elmer Quayle, Aud. Frt. Accts. | Gerald Barnes, Salt Lake Div. | Lt. Philip Skow, Coast Division | John Vlahakis, San Joaquin Div. | Lt. Raeburn Crowe, Western Division

DIED IN SERVICE

NAVY Flier Lt. **Raeburn J. Crowe,** former freight handler at 5th & Kirkham St. freight station, Oakland, has been reported dead by the Navy Department. He had been missing since Jan. 24, 1944, when his plane was forced down during a storm while on a ferry flight from Seattle, Wash., to South Bend, Ore. He trained at Corpus Christi, Texas, and was later an instructor in torpedo bombing there. He was stationed at Seattle when reported lost. His father, John Crowe, is SP's well-known agent at Alameda.



While fighting Japs with an Army tank battalion on New Guinea, First Sergeant **Guy R. Taylor,** former helper at Sacramento Stores, contracted a jungle illness. He was returned to the States where he died Jan. 16 in a military hospital.

Sgt. **Elmer P. Quayle,** former clerk in tracing bureau, Aud. Frt. Accts., SF, was killed in action Jan. 19 while fighting the Germans in Strasbourg. He was attached to a field artillery unit. His brother, Bernal, is agent of coach reservation bureau, General Passenger Office, SF.

The death of Lt. **Philip L. Skow,** brakeman from Coast Division, has been reported by the War Department. He was killed Jan. 9, when two medium bombers collided in mid-air over Harlington Army Air Field in Texas.

Pvt. **Gerald W. Barnes,** former laborer at Sparks, was killed in action in France, Jan. 16. He entered military service in July, 1943 and had been overseas since last October serving with the Infantry in the 12th armored division.

Tommy D. Anderson, former commissary helper at El Paso, was killed last December when his plane crashed after taking off from an aircraft carrier somewhere in the Atlantic area. A radioman, third class, he had been in the Navy since May, 1942 and had previously completed two tours of duty.

During the fight against the Germans in Italy, Sgt. **Wayne I. Lundy,** former machinist helper at Brooklyn, was killed Dec. 29. He had received the Purple Heart for wounds received June 18 in a previous encounter. His father, J. W. Lundy, is a machinist at Brooklyn.

Forrest W. Michael, radioman 3/c and former extra gang timekeeper-material clerk at Merced, was a member of the crew of the USS *Seawolf,* recently announced as long overdue and presumably lost. He was the son of M. W. Michael, roadmaster's clerk at Merced.

Word has been received of the death of Pfc. **Orlando J. Narducci,** boilermaker helper from Bakersfield, while serving with an airborne division in Belgium. His father, Mario, is a boilermaker at Bakersfield.

Pvt. **Henry C. Spears,** former carpenter helper at El Paso, has been reported killed in action Jan. 8 while fighting with the Army in Belgium.

While serving with a coast artillery detachment in the European theater of war, Pfc. **Emerald Mike Steen,** former stevedore at LA freight house, was killed Dec. 2.

War Department reports list S/Sgt. **John J. Vlahakis** as killed in the European fighting. John was a signal helper at Bakersfield before joining the Army, where he was assigned to the Infantry. His brother, Bill, was asst. signalman on San Joaquin Division and is now in military service.

Harold L. Banton, a second lieutenant in the 32nd Infantry, died Nov. 20 of wounds received the previous day in the battle of Leyte. Before entering the armed forces he was a PMT truck driver at Albany.

Sgt. **John McGavin** has been reported killed in action in France Jan. 12. Before joining the Army he worked for SP as a clerk in Aud. Pass. Accts., SF.

During the naval battle for the Philippines, Fire Controlman 3/c **Blaine L. Hackett** was killed Dec. 14. He was employed as carman apprentice at LA Shops before joining the Navy.

Previously reported missing in action, S/Sgt. **Lee J. Peters,** former switchman in Fresno yard, is now listed as dead. He was reported lost in a flight over Europe Dec. 31 while serving as radioman-gunner.

MISSING IN ACTION

REPORTS from the War Department list Pvt. **Robert F. Polanco,** coach cleaner from Tucson, as missing in action. He was serving with the Infantry in Europe when lost. His brother, Jesus, a former laborer at Tucson, was killed in action in Belgium last October. Both boys were assigned to the same military company.

Pfc. **Carlos Caballero,** former car inspector at Tucson, has been reported missing in action near Luxembourg. He was with the Infantry and has been in military service since 1941. For a year and a half he has been overseas. Two brothers, Basilo and Eddie, are car inspectors in Tucson.

Cpl. **Carl W. Boyd,** car cleaner from West Oakland, is reported missing in France where he was assigned to an ordnance group.

WOUNDED

WEARING the Purple Heart awarded him for wounds sustained during action in France last fall, Pfc. **Wm. J. Calegari,** clerk from 4th & Berry freight station, SF, is now back in the States recuperating in a military hospital at Santa Barbara. He was serving with the Infantry in the Ninth Army when wounded.

Pfc. **Ernest C. Felix,** machinist apprentice at Tucson before joining the Army, was seriously wounded Jan. 8 while fighting in Luxembourg on the western front, according to War Department reports.

Alan Thomson, clerk from Supt's Office, Portland, is confined to an English hospital for the second time as a result of wounds recently received in Germany. He reports that he expects to rejoin his outfit soon. Alan first was wounded several months ago in France.

THE SP Family AT HOME

By GENEVIEVE CALLAHAN and LOU RICHARDSON
Nationally known foods writers and consultants



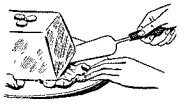
SINCE all meals start with marketing, why not make that marketing as easy as possible? Here are five reminders: Shop in familiar stores where you know your way around; scatter out the buying of heavy things so that you get potatoes one day, oranges another, and so on; reinforce your shopping bags by putting one inside another, then really load them; fold your ration books so that current coupons are on top. And don't forget to smile!

NEW TRICK WITH RICE

Next time you cook rice, try this—then get set for compliments. Follow usual directions for cooking rice as given on the package. But use an extra half cup of water. Then, when you add the rice, add, too, a dozen or so dehydrated mushrooms torn into bits. The mushrooms absorb that extra water, add a swell flavor to the rice, making a just-right combination to go with creamed fish or meat gravy. Incidentally, those new dehydrated mushrooms can be bought in almost any market, packaged in envelopes; they are point free.

TO FIX FISH SLICES

Most fish slices are at their best when cooked in the oven; done that way they require little watching, cook quickly, and do not "smell" up the house. Easiest way is to brush both sides of the fish slices with oil, then lay them in a shallow pan, dash with salt and pepper, and bake at 425° about 20 minutes, or until done, basting occasionally with a little melted margarine mixed with lemon juice. Do not turn. For variation, lay lemon slices over each fish slice before baking, or put a big spoonful of well-seasoned tomatoes on each, then bake as directed. Big thing to remember in serving any fish dinner is to have something crisp and crunchy, such as garlic French bread or hash-browned potatoes; something sharp and tangy, such as a peppy salad or a green vegetable.



SALAD IDEA

Did you ever make a gelatin salad for company and have it go to pieces when you unmolded it (the salad—not the company!) on shredded lettuce? Then next time, try this. Carefully turn out salad, as is, on a big plate or platter; then, using a spatula or a pancake turner, lift gelatin, a section at a time, and slip lettuce leaves under the edge.



BREAD BUSINESS

One good way to step up meals is to do something different about the bread. For example, fix garlic French bread. How? Just mash two or three cloves of garlic into a few spoonfuls of soft margarine and let stand a few minutes. Meanwhile, slash a loaf of French bread into thick slices, cutting almost through the loaf, but not quite. Poke the garlic margarine into those cracks and heat the loaf piping hot in the oven. Hard French rolls can be done the same way, allowing one roll per person.

Another bread trick: When Junior and Sister come in from school or play, hungry as bears, have a loaf of sliced bread and a bowl of sugar-spread or ketchup-spread on the table, ready for them to make their own snacks. For the sugar-spread, mix brown sugar into soft margarine, blending well; for ketchup-spread, mix ketchup or chili sauce with margarine. Such spreads keep for two or three days at room temperature, are economical of sugar and ketchup.

DELICIOUS NUT BREAD

3 cups sifted flour
4 teaspoons baking powder
1 teaspoon salt
1 cup chopped walnuts
1 egg, beaten
1 cup milk
2 tablespoons melted shortening
½ cup orange marmalade

Sift dry ingredients into mixing bowl. Add nuts. Combine egg, milk and shortening and add to dry ingredients, mixing well. Stir in marmalade. Pour into greased bread loaf pan, let stand 20 minutes, then bake in a moderate oven (350°) 65 to 70 minutes, until done. Cool thoroughly before slicing.

FOR HIS LUNCH BOX

Give the poor fellow a break! Send along an orange occasionally, but don't expect him to peel it. When packing the lunch, cut orange in slices crosswise, right through peel and all, then cut a gash in each slice. At eating time it's easy to pull the slices out straight and eat, watermelon style, as this chap is doing. The little sections of orange pop right up, making for quick eating. . . . Tuck in dried fruits sometimes—figs, dates or raisins. These natural sweets provide needed energy as well as good eating. . . . Instead of always featuring cake or cookies, spread gingersnaps or chocolate cookies with cream cheese and send cookie sandwiches. He'll like them better than all-sweets.



Ahern Named Assistant General Manager, PFE

APPOINTMENT of Charles Ahern as assistant general manager in charge of car service for Pacific Fruit Express Company with headquarters in San Francisco, was announced February 27 by K. V. Plummer, vice president and general manager of the company.

Ahern began his service with Pacific Fruit Express in July, 1918, as a clerk. Subsequently he was general car distributor, car service agent, special assistant to vice president and general manager, acting assistant general manager and superintendent of transportation. His office has recently been in Chicago.

In his new position, Ahern will have jurisdiction over the car service operations of the PFE in the western territory extending from Portland, Ore., through the Pacific Coast to New Orleans, including Nevada.

Wetherby Retires; New Appointments Announced

GEORGE W. WETHERBY, well-known Southern California railroader, retired as district passenger agent at Pasadena, Feb. 1, after 46 years' service. Concurrent with his retirement it was announced that Charles A. Pestor, DPA at LA, was appointed to succeed him at Pasadena; James E. Richardson, DPA at SF, was selected for the LA position; A. P. Hardy became DPA, SF.

Wetherby started railroading in 1899 and came to Southern Pacific in 1911 at Los Angeles. Later that year he went to SF where he worked as a clerk until June, 1918, when he returned to LA as ticket clerk. In March, 1920, he went to Pasadena as freight and passenger agent was named DPA there in Aug. 1923.

Pestor started with SP as chief clerk at Pasadena in Jan. 1909. He worked there until March, 1920, when he was appointed passenger agent at LA. In Oct. 1929, he was named DPA and held that position until his present appointment.

Richardson has been in Southern Pacific service since Nov. 1915, when he started as a warehouseman at Riverside. He was named city ticket agent at Hollywood in Feb. 1923, after working seven years with Pacific Electric, and in Jan. 1933, he was appointed passenger agent at LA. In May, 1943, he entered military service as chief of troop movement branch of the Army Air Forces with the rank of lieutenant colonel. Following his release from the Army he returned to SP in Sept. 1944, as DPA at SF.

Hardy comes to the SF post from T&NO lines. His first service was as asst. ticket agent at New Orleans in Sept. 1923. He advanced to city ticket agent there in Jan. 1928, and became passenger agent in July, 1932. He has been DPA at San Antonio since Sept. 1940.

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GOING-AWAY PARTY for Jean Stewart (seated) was given by girls of Ogden calculating bureau before she left to join her husband in Idaho. Standing, left to right: Jeanette Kapp, Mar Jean Hozer, Lorraine Call, Carman Woods, Helen Layne, Carolyn M. Dickson, Edna S. Weaver, head calculator operator, and Lois Flygare.

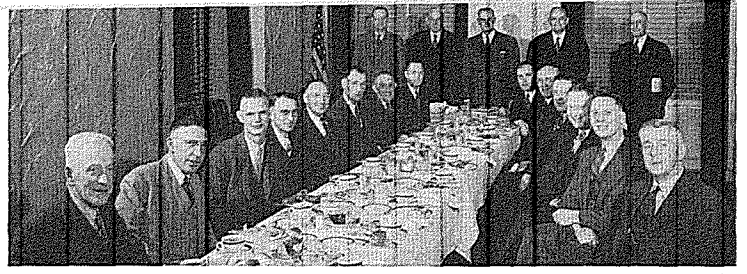


PROUD MAMMAS: It was a coincidence when Dale Fante (left) and Kay Rector visited General Office friends last month. Both arrived almost simultaneously and it was their first visit since their babies were born. And both girls were former dancers in the SP Dramatic Club. Dale, who used to work in Motive Power Dept., is the wife of Tom Fante, asst. editor of the *Bulletin*, who is in France (picture on page 19). Kay, whose husband is in the Navy, is the former Kay Hansell of Aud. Frt. Accts. The babies answer to Mike (left) and Dianne.



USO'S FOURTH ANNIVERSARY was celebrated February 4 and it was fitting that it was the Sunday for SP girls in San Francisco to be hostesses to service men at Apostleship of the Sea, where they have faithfully carried on this work for the past two and a half years. Chairman for the day was Eleanor Lucas of Aud. Disb. Accts., shown cutting the huge birthday cake which the girls presented to the USO. Eleanor and her committee, most of whom are in the picture, served more than 400 dinners.

New Officers of Roseville Lodge 231, BRCofA for 1945 were recently installed. They are: O. E. Stanley, pres.; F. Odgers, vice pres.; F. Jones, recording secty.; T. V. Somerton, financial secty.; C. A. Anderson, chairman, local protective board; Jerry Cudly, vice chairman; G. Curry, secty.; E. DeFerrari, guide; H. J. Pope, warden; H. Crabb, sentinel; B. Brock, chaplain. The lodge recently furnished and dedicated a solarium at DeWitt General Hospital in Auburn. Presentation was made by President Stanley to Lt. Col. Ambrose Storck.



VETERANS HONORED: Olaf Nelson, who retired Dec. 31 as chief lumber inspector, Purchasing Dept., Portland, after 38 years' service, and W. L. Gray, who retired as lumber inspector Oct. 31 after 25 years' service, were honored at a dinner in Portland by their former fellow workers. Left to right: S. B. Campbell, B. H. Denham, D. C. Keasman, E. E. Becker, F. Lind, E. H. Erickson, E. F. Ehrlin, W. H. Franzen, M. Phillips, W. L. Gray, E. H. Polk, O. Nelson, L. S. Crawford, T. Kachin, O. A. Erickson, G. P. Aaris, J. B. Mayfield, R. H. Bunnage, G. H. Earl.

Over the top went PFE employes in Los Angeles and Colton during recent bond drives. At Colton, employes of the Car Dept. and Stores raised $16,300 to exceed a quota of $16,125; at Los Angeles, $31,000 was raised. Close to 80 per cent of the PFE employes at Colton and over 94 per cent at the LA Car Dept. are reported buying bonds regularly through the payroll savings plan.

Freak snowfall in the Tehachapi mountains February 28 sent San Joaquin Division railroaders thumbing through weather report records, when 15 inches of snow blanketed the line in a few hours' time. It was reported the heaviest snowfall in more than 20 years. Traffic was tied up for a brief period until damaged communications on the mountain were restored.

Past Commanders Night was held by SP Post 412, American Legion, at Monaco's in San Francisco, Feb. 21, with 30 members and guests present. Past commanders honored were C. B. Kleupfer, at present 2nd area commander, H. W. Langlois, Arthur Harris, A. W. Gibbons, J. Loveland, L. Frandsen and Chas. Rodney. James Campbell, junior past commander, was special guest of honor. Arrangements for the successful party were handled by Verne Simpson, 1st vice commander, under direction of Frank Paquette, Post commander, assisted by Harold Langlois, adjutant, and Art Harris, finance officer. SP Post 412 has extended an invitation to returning veterans of World War II to join the organization. Inquiries may be forwarded to Paquette at 65 Market St., SF.

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Installation of new officers of SP Club of San Luis Obispo was held last month in conjunction with a successful dinner party. New officers are: J. Martin, pres.; R. R. McKnight, 1st vice pres.; D. W. Wilson, 2nd vice pres.; L. R. Jaeger, 3rd vice pres.; H. Kinsey, treas.; H. R. Jaeger, secty.; R. N. Umbertis, sgt-at-arms. Auditing Committee: Mesdames B. Hougheston, G. Biaggini and A. Foge. On the Sick Committee are Mrs. O. Meck and Mrs. H. Kinsey. At conclusion of the installation, outgoing president R. N. Umbertis was presented with a billfold in recognition of his untiring work during the past year.



VALENTINE PARTY held by girls of the outbound dept. of 4th & Berry Freight Office, SF, February 14 was announced by a large valentine on which was inscribed: "Outbound girls having a party." Among those present were (seated, l-r): Grace Bloom, Addie Morse, Cora Wright, Velish Boniface, Gene Willis, Alberta Congleton, Ruth Wilson, chairman. Standing: Olga Norkus, Mary Mills, Marjorie Chrisman, Jessie Brown, Velma Benyo, Helen Billings, Della Thompson.

JOE CURTIS (fourth from left, front row) retired as boilermaker at Bayshore Shops Jan. 15 to devote his time to his vineyard ranch in Napa County. This picture was taken last month when Joe invited some of his shopmen friends to try some of his famous cooking. Joe first came to work for SP in 1913 at Sacramento Shops. He had worked in San Francisco since 1918 and had an excellent record of no lost time due to accident.



PROMOTED & NEW JOBS

Operating: **Virgal E. Anderson** to trainmaster, Tucson Division at Yuma. He first worked as caller at West Oakland in July, 1928, and became a yard clerk there in Feb. 1929, later serving as yardman, engine foreman, relief yardmaster. He was appointed asst. trainmaster, Western Division, at Pittsburg in June, 1943.

Engineering: **Alfred A. Smith** to first asst. water and fuel service supervisor, Shasta Division. Smith, affectionately known as "Shorty," commenced his services with SP as machinist apprentice at Dunsmuir in Oct. 1924. In 1928 he became a machinist and served as such until 1933, when he transferred to WS&F Dept. to become a welder.

Frank E. Call, asst. section foreman, Ogden, to labor inspector, Salt Lake Division. **George W. Summerville,** to labor inspector, Los Angeles Division.

PMT: **Russell B. Baez** to newly established position of asst. to manager of equipment with headquarters in SF. Baez entered the service of PMT Feb. 1, 1937, as stenographer and has held various positions in Equipment Dept.

R. L. Rickenbacher to superintendent, Central District, with headquarters at Fresno. He started with PMT in May, 1938, as a clerk and has worked as dispatcher-clerk at Fresno, chief clerk and traveling agent in Central District.

Virgil W. Benefield to newly established position of asst. superintendent, Central District, at Grass Valley. Benefield entered the service of PMT in Feb. 1941, as a truck driver, advancing to head driver at Marysville. In April, 1944, he became traveling agt., Central Dist.

Carl T. Erickson to traveling agent, Central District, at SF. He entered service of PMT in July, 1940, upon the Company's acquisition of Pacific Truck Express. He held various clerical positions and in Sept. 1944, was promoted to chief clerk, Northern Dist. office, Portland.

Accounting: **C. S. MacKenzie** to head tax accountant, SF. He came to SP as a clerk in the Accounting Dept. in July, 1923. After holding various clerical positions, he was named special accountant in March, 1929, where much of his work was compiling tax records. He became a tax accountant in Oct. 1932.

E. V. McPoil, traveling auditor on Shasta Division, transferred to Western Division. **S. H. Bean,** traveling auditor on Coast Division, transferred to Shasta Division, succeeding McPoil.

Motive Power: **Harold A. Reynolds** to chief inspector of construction of two relief cranes at South Milwaukee, Wis. He came to SP in June, 1916, and worked as machinist and asst. foreman at Sacramento Shops until May, 1937, when he was made foreman. Three times since 1939 he has served as chief inspector of locomotive construction at eastern manufacturing plants and was gen'l foreman of shop manufacturing at Sacramento at time of present appointment.

Herbert M. Link to gen'l foreman, shop manufacturing, Sacramento Shops. He started as a machinist apprentice at Sacramento in Jan. 1919, and worked as machinist, asst. foreman, and lead workman until April, 1939, when he was made a foreman. In Oct. 1942, he joined a Railway Shop Battalion where he rose to rank of major. He served in Iran until honorably discharged last December.

Charles V. Bird to lead work car inspector at Dallas, Ore. **Edwin G. Zeigler** to car inspector, Dallas, Ore. **Joseph E. Smith** from blacksmith at El Paso Shops to blacksmith foreman at Tucson.

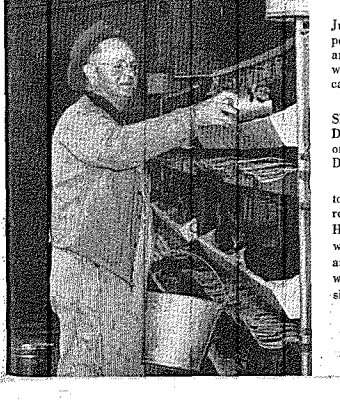


OFFICERS AND BOARD OF GOVERNORS who will direct activities of SP Club of San Francisco during 1945. Front row, left to right: George Frey, treasurer; Marian Morgan, VP, athletics; Harry Tattenham, president; Evelyn Acquistapace, secty.; Carlton Newell, VP, socials. Middle row: Reg Wilson, Harrold Lishman, Dolores Campbell, Bill Boyer, Opal Canine, S. P. Ward, Marian Campbell, Wm. Bender, Oren Lovett, Frank De Acosta. Top row: Arthur Harris, Caesar Baldassari, Fred Romani, Phil Young, Ed Gibson. Ray Bannister and F. A. Kiehne were not present for picture.



ANNUAL INSTALLATION OF OFFICERS and pot-luck supper was held by BRC, Central District Lodge 911, at Roseville, Jan. 29. Some of the guests are shown above. Newly-elected officers for 1945 are: G. W. Rodgers, president; E. V. Amick, vice pres.; W. Langley, secty.-treas.; R. Anderson, chaplain; E. Badovinac, guard; D. E. Fredrickson, chairman, board of trustees.

UP WITH THE CHICKENS is the life of Harry A. Mooney since he retired January 1 as foreman, PFE Car Shops, Roseville. After completing a railroad career that started with SP in 1910 and transferred to PFE in 1918, Harry is raising chickens on his Santa Cruz ranch, where he has approximately 4,000 registered hens.





FRANK E. SCULLY (right) is congratulated by W. J. McHugh, supt. of LA Shops, upon his retirement in January as foreman of machinists in erecting shop after 27 years' service. With previous experience, Scully came to SP as machinist in Jan., 1918, and was made foreman in 1922.

RETIRED

Coast: **Elizabeth Netherland,** clerk, Accounting Dept., 4th & Berry Sts. Freight Station, SF, Jan. 31. Annuities approved: **Joseph Greiler,** roadmaster; **Francis P. Phelan,** stock agent; **John G. Selden,** assistant terminal supt.; **James B. Van Hagen,** freight carman.

Los Angeles: Annuities approved: **William W. Beldin,** signalman; **William E. McIntosh,** carpenter; **Maximillian A. Meyer,** signal maintainer.

Los Angeles Shops: **William Mertes,** machinist, Jan. 31; **Eugenio Ortega,** freight carman cutter, Jan. 3; **George F. Long,** passenger carman, Jan. 15; **John C. Masterman,** shop clerk, Boiler Shop, Jan. 31; **Frank E. Scully,** machinist foreman, Jan. 28. Annuity approved: **Wilhelm Hansen,** carman, **F. H. Martinez,** carman helper.

Portland: **Fred Blackmun,** engineer, Feb. 28, after 41 years' continuous service with Southern Pacific. Annuities approved: **Fred L. Kirby,** agent; **Burt W. Redick,** roadmaster; **John W. Stump,** crossing watchman.

Rio Grande: Annuities approved: **Benjamin A. Blum,** conductor; **Patrick L. Rogers,** agent-telegrapher.

Sacramento: Annuities approved: **Clarence H. Brooks,** timekeeper, DTB; **Arthur A. Cirby,** engineer; **George Green,** conductor; **Irving C. Hopkins,** conductor; **Mylo W. Hurto,** engineer; **Charles L. Leavey,** engineer; **Marie B. Schmuck,** timekeeper, DTB; **Edward A. Sprague,** conductor; **Thomas H. Wackford,** transit and switching clerk.

George T. White, senior clerk, Sacramento Shops, Feb. 9, after 46 years' service. He worked for eight years in Sacramento roundhouse as a clerk, after which he transferred to the Shops where he remained until his retirement. Besides his clerical ability, he is an accomplished musician.

Salt Lake: **William M. Wilson,** conductor, Jan. 31. He entered the SP's service as a bridge carpenter in 1900; began train service in 1901; was promoted to conductor in 1905; was assistant trainmaster for eight months in 1923; and has been in passenger service continuously since 1923. **Bert House,** brakeman, Dec. 30; **Austin Q. Moulton,** engineer, Nov. 15. Annuities approved: **Frank Loveridge,** lead pipefitter; **Charles A. Stephens,** brakeman.

San Joaquin: **E. W. Easter,** yardman, Dec. 21; **Arthur Durbin,** conductor, Dec. 31; **W. C. Morgan,** engineer, Dec. 29. Annuities approved: **Ruperto Rocha,** section laborer; **Samuel S. Shy,** conductor.

Robert L. Holcomb, crossing watchman, Fresno, Jan. 20. He started as blacksmith helper in April, 1912, and became blacksmith in 1914. He held this job until the position was abandoned in 1921 when he transferred to the roundhouse where he worked in various capacities until June, 1931, when he became crossing watchman.

Shasta: **Wilmot B. McCrary,** engineer, Dunsmuir, Jan. 30. In 1900 he began work with SP in Dunsmuir as a roundhouse helper; became a fireman in 1901, and in 1906 advanced to engineer, working out of Sacramento and Roseville and later out of Dunsmuir until his retirement. Annuities approved: **Emil W. Flackus,** carpenter; **Robert F. Lovelady,** pumper; **William E. Sanford,** engineer.

Tucson: Annuities approved: **Pilar Rodriguez,** section laborer; **Daniel D. White,** brakeman.

Western: Annuities approved: **William B. Carpenter,** clerk-warehouseman; **Daniel C. Bailey,** engineer; **Eli L. Bradeson,** yardmaster; **Carl Christenson,** 2nd Officer-Steamer; **Mrs. Adele H. Freulon,** car cleaner; **William A. Gernreich,** yardmaster; **George J. Laverty,** janitor; **Charles Q. Lomba,** cabin officer; **George J. Meuser,** pipefitter; **Charles W. Mosley,** conductor; **Dedrick P. Offerman,** assistant chief engineer; **Harry Polos,** passenger truck builder; **Gustaf Sellers,** B&B carpenter; **Charles W. Stewart,** water service mechanic.

Ernest William Nauman, engineer, Feb. 15. Bill started working on Western Division, Sept. 3, 1897, as engine wiper, became a fireman in Jan. 1899, and an engineer in June, 1903. A number of his railroad friends, including Asst. Supt. Frank E. Kalbaugh, were on hand to greet him when he completed his last run.

Stores: **Andreoni J. Santi,** lumber foreman, West Oakland, Feb. 28, after 37 years' service. Annuity approved: **Ernest E. Cummings,** store helper, El Paso.

General Office: Annuities approved: **John J. Cathers,** traveling time inspector, Payroll Accts.; **Oliver H. Conrad,** clerk, Aud. Disb.; **William L. Gray,** lumber inspector, Purchasing Dept.

J. F. Fleshner, traveling auditor, Stockton District, Feb. 1. He started with SP as an Accounting Dept. file clerk and messenger in May, 1908, transferred to Coast Division as clerk in November, and returned to the Accounting Dept. in March, 1910. In June, 1911, he became a clerk in Steamer Division, moving to Misc. Accts. Dept., SF, as a clerk in station accounts bureau in May, 1918. He became a traveling auditor on Coast Division in June, 1921, went to Salt Lake Division in that capacity in June, 1929, and has served on Stockton District since Jan. 1933. He is retiring to his orange grove at Tustin, Calif.

DCH&R: Annuities approved: **Nils O. Nylander,** news agent, Portland Commissary; **Philip A. Rudden,** news stand agent, Oakland Pier; **John G. Wiggan,** chef, West Oakland.

Pacific Fruit Express: **Silvio Succetti,** carman, Roseville, Jan. 31; **Oscar Roberts,** carman, Colton Shops, Jan. 31; **Charles A. Matthiesen,** carman, Roseville, Aug. 3.

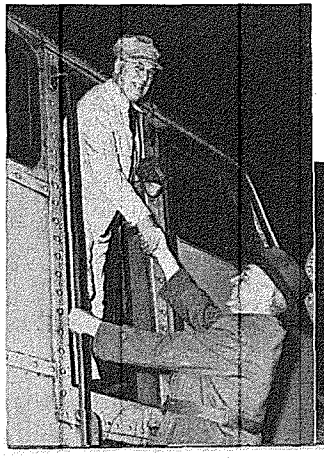
SPSS: Annuity approved: **Thomas J. Hawthorn,** extra check clerk.

LAUPT: Annuity approved: **George K. Miller,** signal electrician.

Northwestern Pacific: Annuities approved: **Charles W. Blakeley,** engineer; **Albert R. Lewis,** section foreman; **Arthur F. Nettro,** deckhand.

P&SRR: Annuity approved: **Harry E. Ragsdale,** fireman, Steamer.

Telegraph: A familiar face left SP's telegraph office at Chicago February 28, when **John C. Myers,** telegrapher, retired at the age of 70. Myers started railroading in 1894, and came to Southern Pacific-Union Pacific when their joint





DUAL CONGRATULATIONS awaited Engineer Charlie Parke when he pulled into Sparks at the throttle of the "City of SF" early on the morning of Jan. 25. It was Charlie's last run after 52 years' service and it was his 70th birthday. As he stepped from the cab (left) he was greeted by Trainmaster J. F. McCulston. Members of his family and friends (below) waited up for the train's arrival, scheduled for 2:30 a. m. and the surprise reception, Charlie said, was one of the biggest thrills of his life. Parke started with SP as shop helper at Carlin in Dec., 1892, became locomotive fireman in 1893 and engineer in 1901. With Charlie on his last run was Engineer C. J. "Paddy" Wolfe (at right in lower picture), who succeeds Charlie as pilot of the streamliner and No. 1 engineer on the Salt Lake Div. roster.



VALENTINE DANCE, combined with party honoring Frank Carozza on his retirement as coach cleaner, was given by San Jose Car Dept. folks who have a well-established reputation for successful parties. Carozza, standing in center of second row in top picture, is all but hidden from view by his many friends who attended the affair. Group at left is committee of (l-r) E. Edwards (co-chairman), Ruth Bowman, Lois Powers, P. Jarona, Frank Bernal, L. Dale Blossom (co-chairman), M. J. Saimas. At the right are the four singing "Coach Cleaner Sisters from Arkansas," one of the high spots of the program. L-r: Ernestine Blevins, Mary Sutterfield, Gertie Merritt, Gracie Henderson.

HOLLYWOOD CANTEEN ENTERTAINMENT was furnished by Southern Pacific Club Band of Los Angeles, February 15, when the 40-piece group, under direction of N. Dufresne, gave an interesting concert of semi-classical and popular music for boys of the armed forces. The band has been filling a number of engagements in Los Angeles and is booked for many more, according to Mgr. C. E. Killion.

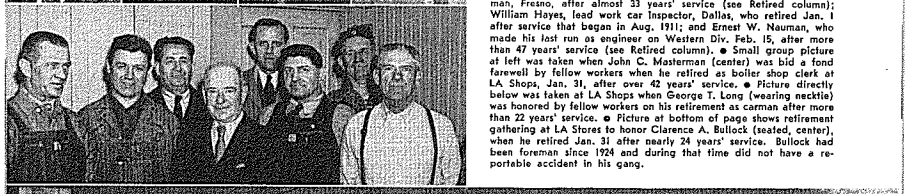








AMONG THE VETERANS whose names were added to the list of retired Pacific Lines railroaders were those pictured on this page. Seated with his wife in the picture at top of page is George T. White, who retired as senior clerk at Sacramento Shops, Feb. 9, completing 46 years of service. Fellow-workers in the Shops offices honored him with a farewell party. ● Picture directly above was also taken at the Sacramento Shops when Wm. J. Dowrick, who retired as blacksmith, Dec. 31, recently visited the track shop gang. Dowrick, standing in center of group, had 33 years' service at the shops. ● In four small pictures at left are (l-r): E. H. Billing, widely-known Portland Division conductor, who retired Jan. 31 after 50 years' service; Robert L. Holcomb, who retired as crossing watchman, Fresno, after almost 33 years' service (see Retired column); William Hayes, lead work car inspector, Dallas, who retired Jan. 1 after service that began in Aug. 1911; and Ernest W. Nauman, who made his last run as engineer on Western Div. Feb. 15, after more than 47 years' service (see Retired column). ● Small group picture at left was taken when John C. Masterman (center) was bid a fond farewell by fellow workers when he retired as boiler shop clerk at LA Shops, Jan. 31, after over 42 years' service. ● Picture directly below was taken at LA Shops when George T. Long (wearing necktie) was honored by fellow workers on his retirement as carman after more than 22 years' service. ● Picture at bottom of page shows retirement gathering at LA Stores to honor Clarence A. Bullock (seated, center), when he retired Jan. 31 after nearly 24 years' service. Bullock had been foreman since 1924 and during that time did not have a reportable accident in his gang.





(Continued from page 27)

office in Chicago was opened in 1901. After the separation of those properties, Myers remained with Union Pacific until February, 1920, when he returned to the Southern Pacific, and has been working in the Chicago office since that date.

BORN

Hearty congratulations to the following SP employes who recently announced the arrival of new sons to their homes: **Earl Trousdale,** yardman, Carlin, Jan. 27; **William P. Stefani,** machinist, Sacramento Shops, Jan. 17; **Wilborn Hawkins,** PMT driver at Martinez, Dec. 8; **Walter Isaac,** carman, Sacramento Shops, Jan. 14; **Charles Sacco,** welder, Sacramento Shops, Feb. 4; **William Poschen,** car shop foreman, Sacramento Shops, Jan. 27.

Congratulations also to these folks who have announced the recent arrival of daughters: **Louis J. Sorensen,** machinist, Sacramento Shops, Jan. 13; **Tony Cantanho,** cashier, 5th & Kirkham Sts. Freight Station, Oakland, Feb. 10; **V. C. Hedding,** buyer, Purchasing Dept., SF, Dec. 27; **H. F. Taylor,** engineer, San Joaquin Division, Nov. 7; **C. W. Saunders,** section store man, Fresno, Jan. 16; **George L. Goodale,** yardman, Carlin, Dec. 23; **Antonio E. Gonzalez,** boilermaker, El Paso Shops, Dec. 25; **W. C. Escobar,** passenger carman, Los Angeles Shops, Jan. 7; **Harold J. Webb,** clerk, Superintendent's Office, Ogden, Jan. 31.

Pvt. **B. K.** and **Arlene Delmarter,** Dec. 18. Daddy worked on San Joaquin Division before joining the Army, and Arlene is telephone operator at Bakersfield. **Kenneth** and **Lorraine Babb,** Aud. Pass. Accts., SF, Feb. 14. Ken is now a Pfc. in the Army.

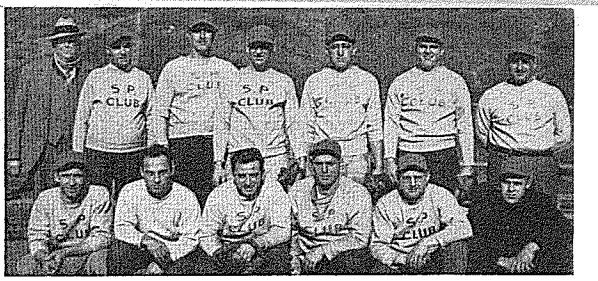
MARRIED & ENGAGED

Effie K. Smith, file clerk, Mexican Labor Bureau, General Office, SF, recently announced her engagement to 1st Lt. Harold B. Sullivan, Commanding Officer of an Army Ordnance Ammunition outfit in the South Pacific; **Leona K. Netherly,** crew dispatcher, Carlin Roundhouse, and **J. C. LeBroke,** fireman, Sparks, have announced their engagement. Wedding date has been set for April 15.

Julia Angulo, file clerk, Mexican Labor Bureau, General Office, SF, became the bride of Flight Officer Clayton Wall, Army Air Transport Command, Jan. 29; **Helen M. Hodges,** typist, Personnel Dept., Oakland Pier, was married to Wesley G. Erwin, EM 3/c U. S. Navy, Feb. 2; **Nonnette Brungard,** pass & stationery clerk, Oakland Pier, to Martin Murray, Yeoman, U. S. Coast Guard, Nov. 4; **Elaine Souza,** store helper, Stationery Store, West Oakland, to Lawrence Ornellas, Feb. 11; **George W. Rear, Jr.,** asst. gen. fire inspector, SF, to **Margaret Allyn,** report clerk, 95 Market St. ticket office, SF, Jan. 27; **Dorothy L. Behrmann,** general clerk, General Storekeeper's Office, SF, to Sgt. John E. Foley, U. S. Army Medical Corps, Jan. 29; **Marge McBrayer,** clerk, Aud. Freight Accts., SF, to 1st Lt. Jack Friedrickson, U. S. Army Air Corps, Dec. 28; **Marjorie E. Edwards,** junior clerk, Aud. Misc. Accts., SF, to Cpl. Richard G. Glotch, U. S. Army Air Corps, Feb. 4.

Peggy E. Naves, voucher clerk, Dunsmuir, to Robert Wheeler, Boatswain's Mate 2/c, Jan. 28; **Salvador Roman,** machinist helper, El Paso Shops, to **Juliana Salgado,** lead laborer, El Paso Shops, Jan. 27; **Verne Cardoza,** clerk, Miscellaneous Dept., 4th and Berry Sts. Freight Station, SF, to Gino C. Bracciotta, Rdm 3/c, U. S. Navy, Jan. 21; **Ruth Weatherbee,** "DW" Office, Portland, to S/Sgt. **David Hefner,** U. S. Army, formerly printer clerk, "DW" Office, Portland, Nov. 12; **Ann Bruce,** freight office clerk, Fresno, to C. R. Hamblen, Nov. 30; **Pearl Mulherin,** operator, Exeter, to George L. DuBois, Jan. 21; **Elva Whiteacre,** Western Division timekeeper, Oakland, to Al Lowery, Jan. 28; **Ruth Blackwell,** Ph. M. 3/c, SPARS, formerly calculator operator, Ogden, to Lt. Charles W. Smith, U. S. Navy, Dec. 31; **Jane Larsen,** typist, Aud. Freight Accts., SF, to **Jack Curtis** now with the Seabees formerly clerk, Aud. Freight Accts., SF, Feb. 3.

Ralph Bentrim, traveling passenger agent, San Jose, to **Katheryn Stewart,** ticket clerk, San Jose Passenger Station, Jan. 5; **Henry Alvarado,** millman, Colton PFE Shop, to Berwyne Mote, Jan. 20; **Berneice Linn,** stenographer, Master Mechanic's Office, Brooklyn, to T/Sgt. A. Johnson, U. S. Army Air Corps, Feb. 6; **Ruby Thompson,** ward maid, General Hospital, SF, to **Ralph Bauman,** B&B miner, San Luis Obispo, Jan. 5; **Betty Jo Burns,** stenographer, DF&PA Office, Medford, to Sgt. Bernard J. Krug, U. S. Army, Feb. 1.



BASEBALL CHAMPIONS are these SP Club players of Sacramento, who won the title in the American Division of the Sacramento Winter League. Front row, l-r: Jack Waldemer, Tony Glero, Joe Simmons, Joe Verdino, Ray Courtney, Frank LaFranco, mgr. Back: Geo. Davenport, asst. coach; Stu Dennis, coach; Brownlee Duncan, Ray Snyder, Dan Schiro, Vernon Myers, M. Maggiori. Not in picture: Bill Pradie, M. LaFranco, T. Garcia.



GEORGE W. WETHERBY (seated center, with Mrs. Wetherby) retired as district passenger agent at Pasadena February 1 after 46 years' service. With the Wetherbys in this picture are members of the Pasadena district office. Wetherby was honored by a delegation of SP associates, headed by George Hanson, general passenger agent, at the Pasadena Athletic Club, with Passenger Agent H. C. Emery (front row, second from right) acting as toastmaster. For further details of Wetherby's service and announcement of new appointments following his retirement, see page 23.



ANNUAL DINNER OF BofLE, Division 415, Roseville, was held Feb. 5 to honor recently retired members and 21 new members who joined the organization in January. Part of the large attendance is shown above. In small pictures at left are retired Engineer J. B. Brown (upper), newly-elected chief engineer of the BofLE, and M. J. Beath, who was elected first engineer. Dinner was served by the Rebeccas and arrangements were handled by R. D. Wood, the Lodge's youngest regular passenger engineer, and Veterans F. S. Hickman and J. B. Brown.

DIED

Coast: **Charles Martineau,** clerk, Jan. 22. Pensioners: **William F. Carroll,** brakeman, Feb. 9; **Edward Hazard,** operator and agent, Feb. 6; **James W. Nicholson,** upholsterer, Jan. 16; **Louis F. Steigler,** crossing watchman, Jan. 21; **Frank I. Tucker,** crossing flagman, Jan. 7.

El Paso Shops: **Juan M. Ortiz,** blacksmith helper, Jan. 19; **Calvin Wade,** boiler washer, Jan. 26. Pensioner: **Thomas S. Curry,** foreman, Freight Car Repairs, Jan. 16.

Los Angeles: **Horace Foster,** telegrapher&agent, Jan. 13. Pensioner: **Arthur H. Heyden,** flagman, Dec. 30.

Los Angeles Shops: Pensioners: **George W. King,** tinsmith, Jan. 15; **James M. Moore,** locomotive piper, Feb. 7; **Henry D. Head,** train baggageman, Feb. 8.

Sacramento: **Jose Huerta,** laborer, Jan. 2; **Homer Swyers,** patrol, Feb. 11; **Harry Thomas,** Jan. 21; **Malcolm McFarlane,** mail clerk, Jan. 28; **Willie H. Lollis,** switchman, Jan. 20. Pensioners: **Charles E. Call,** carman, Jan. 10; **Louis Geiger,** train dispatcher, Feb. 10; **Jas. A. Riley,** tcleg., Feb. 8.

Sacramento Shops: **Sylvester J. Smith,** machinist, Feb. 14. **Mrs. Helen A. Weinel,** carshop employe, Jan. 27. **Felix G. Luna,** blacksmith, Feb. 21. Pensioners: **George Baciocco,** boilermaker, Jan. 9; **Manuel Pradie,** boilermaker, Jan. 31; **John O. Sloane,** passenger car builder, Jan. 27; **Marinus Neilsen,** steamfitter & pipefitter, Feb. 2; **Richard Vaughan,** machinist foreman, Feb. 16. **Justo Martin,** painter, Feb. 15.

SOME OF OUR CHICAGO "RELATIVES" are shown in this picture taken at SP's Employment Office in that city. Headed by Leo J. Lyons (seated), supervisor of labor employment who was formerly in the Office of Vice-President—General Manager, SF, the office is active in recruiting help to relieve the Company's manpower shortage. Standing, l-r: Berenice Kaminski, Elaine Nardi, Edward Kedzior, Jean Greenleaf, W. E. Strohmeyer, Eleanor Keay, Jerome LaFond. Seated: Leo Lyons and Vera H. Thompson. Picture was taken by Vincent Michalowski of Telegraph Dept., SF, during recent visit.



Salt Lake: **Harry Riddle,** telegrapher, Thorne, Jan. 21; **Herbert Johnle,** carman, Feb. 3; **William Duerden,** brakeman, Dec. 31; **Andres H. Deaves,** section laborer, Feb. 1; **David R. Davis,** carman, Feb. 4; **Thomas G. Guthrie,** signalman, Jan. 10; **Leonard Roscoe,** brakeman, Jan. 1; **Atilano G. Cuevas,** section laborer, Jan. 7; **R. Guadarrama,** section laborer, Nov. 27; **Barney Barnum,** brakeman, Jan. 2; **J. R. Francis,** brakeman, Jan. 1. **Thomas Eddy,** signalman, Lemay, Feb. 20. **Mike Vulich,** mechanic, Palisade Quarry, Feb. 6. Pensioner: **Edward H. Reeder,** storekeeper's helper, Jan. 26.



FIRST SP GIRL to talk by radio phone to someone on a moving train was Ethel Knapp, clerk in roadmaster's office and *Bulletin* reporter at Stockton. Evelyn conversed with Assistant General Manager H. R. Hughes during tests (February *Bulletin*) conducted on Western Division, where Hughes was superintendent at that time.

Tucson: **Eugene Carter,** brakeman, Jan. 20; **Dallas L. Dutton,** brakeman, Oct. 17; **Henry D Easterling,** painter, Jan. 3; **Bernabe Brichta,** carman, Jan. 6; **George J. Dutton,** brakeman, Jan.



C. W. STURDEVANT, who retired January 31 as asst. engineer of tests, Motive Power Dept., is shown in characteristic pose as he tests for sedimentation in water used in locomotive boilers. Sturdevant started with SP as helper at Sacramento laboratory in June, 1901, three years later became laboratory assistant. He had been asst. engineer of tests since April, 1907.

11; **Manuel P. Suarez,** blacksmith helper, Jan. 9. Pensioners: **Teodoro Castano,** bricklayer, Feb. 11; **Robert E. Chambers,** engineer, Jan. 1; **Pete Higuera,** coach cleaner, Jan. 13; **Buell M. Montgomery,** Dec. 22; **William K. Phillips,** Jan. 21.

Western: **Rafael Aranjo,** laborer, Jan. 18; **Roy Shepherd,** mach. Jan. 30; **Leon Shubert,** patrolman, Feb. 5; **Frank Martinez,** lumberman, Feb. 7; **Norman McGaha,** steno-clerk, Feb. 5; **Philip P. Costa,** warehouseman, Jan. 30. **William A. Musgrave,** telegrapher, Oakland Pier, Feb. 25. Pensioners: **Peter Giusto,** B&B foreman, Jan. 25; **Carl J. Hans,** mail handler, Jan. 16; **John McDonald,** brakeman, IERy, Jan. 24; **Augustus C. Partello,** foreman painter, Feb. 15; **William C. Ritchie,** conductor, Jan. 31; **Jason H. Sawyer,** crossing flagman, Dec. 22; **James Segedin,** stower, Jan. 29; **George A. Stone,** ticket collector, Jan. 25.

Stores: **Thomas F. Coakley,** Sacramento, Feb. 8; **Frank Martinez,** lumberman, West Oakland, Feb. 7. Pensioners: **Joseph M. Short,** assistant store foreman, Sacramento, Jan. 31; **Edward B. Wentworth,** laborer, Sacramento, Jan. 20.

DCH&R: **Dorothy Campbell,** assistant chief clerk, Feb. 10. Pensioners: **Frank Brown,** chef, West Oakland, Jan. 20; **Clarence L. Williams,** waiter, Oakland Commissary, Feb. 3.

General Office: **William Wener,** clerk, Treasury Dept., SF, Feb. 5.

SPSS: Pensioners: **John J. Berkery,** longshoreman, Jan. 7; **John F. Gray,** dock sweeper, Dec. 7.

Traffic: Pensioner: **Samuel J. Brown,** general agent, Birmingham, Ala., Feb. 7.



ELIZABETH NETHERLAND, popular member of 4th & Berry Freight Office, SF, retired as clerk Jan. 31 and was honored at a luncheon by her office friends. With previous railroad experience at Talent, Ore., Elizabeth came to work in the freight office June 16, 1917.

Northwestern Pacific: **John Schmuki,** boilermaker, Feb. 9. Pensioner: **Hezekiah M. Wilson,** section foreman, Feb. 11.

P&SRR: **Emmett Wilcoxen,** engineer, Feb. 12.

Portland: **G. P. Smith,** conductor, Feb. 11.

YOUR "BULLETIN" REPORTERS

Western Division: Morgan T. O'Connor, MofW Dept., and Lee Ordway, Oakland Pier; R. Rooney, Water Service Dept.; J. P. Francis, West Oakland; E. R. Stevenson, Tracy; Myra Kahn, Gen'l Freight Terminal, Oakland; Ethel McQueen Knapp, Stockton.

Sacramento Division: J. A. Collins, ass't chief clerk, Sacramento; W. C. "Sparky" Heilbron, Roseville.

Salt Lake Division: Hugh O'Neil, Ogden; Max Gardenswartz, Sparks; Alberta Ward, Montello; H. B. Lukey, Imlay; Dorotha Moore, Carlin.

Portland Division: Howard E. Bailey, sec'y to ass't sup't, Portland; all agents and roadmasters' clerks.

Coast Division: Jack Welch, senior ass't head timekeeper, San Francisco; Domenica Barbero, superintendent's office, S. F.; June Sindici, MofW, S. F.; Myrtle Gorman, Local Freight Office, 4th and Berry Sts., San Francisco; Dave Marx, Watsonville Jct.; R. McClintock and S. W. McCarley, San Jose; Harold R. Jaeger, San Luis Obispo; Fred Romani, Bayshore.

Stores Dept.: Jack Griffin, Gen'l Storekeeper's Office, S. F.; R. Berry, Sacramento; F. M. Connett, West Oakland; F. J. O'Donnell, Los Angeles; R. B. King, El Paso; Leo Keller, Brooklyn; W. P. Beall, West Oakland.

Los Angeles Division: Walter S. Olson, sup't sec'ty, Los Angeles; Jas. R. Steele, Taylor roundhouse; Max M. Damon, L. A. Freight Station; Everett Dial, dist. timekeeping.

Tucson Division: Leroy Magers, ass't chief clerk, Tucson; Eddie Anaya, Yuma; Fletcher West, Phoenix; Max Richards, Globe.

Rio Grande Division: Robt. R. Hall, head clerk, Div. Engr., El Paso; R. U. McLean, El Paso; R. D. Robin, Deming; Geo. Ferguson, Douglas; J. S. Stearn, Carrizozo; Gordon Campbell and Betty Whitlock, Tucumcari.

Shasta Division: W. L. Minor, chief clerk, and Aurora Baca, Dunsmuir; Frank Peyton, Klamath Falls.

San Joaquin Division: Michael A. Bognanno, Bakersfield; Frieda Fate, Fresno; E. W. Smith, Bakersfield roundhouse; Geo. Bennett, Mojave.

Sacramento Shops: Fred Moseley, W. J. Lambert, R. R. Johnson, John F. Davis, D. L. Joslyn, photographer.

Los Angeles Shops: Leo Temple, Car Dept. clerk.

El Paso Shops: Dan W. Rose, GMO clerk.

Telegraph Dept.: Miss "Pat" Dowd, general clerk, San Francisco; Evelyn Cutter, "BD," San Francisco; C. E. Welsh, "UN", Tucson; E. E. Ramey, "H", Sacramento; J. W. Clark, "SW", El Paso; Ruth Weatherbee, "DW", Portland.

Traffic Dept.: Carol Machol, Gen'l Freight, S. F.; G. V. Housman, Gen'l Pass., S. F.; Frank Guerin, Gen'l Freight, Portland; N. G. Hewson, Gen'l Freight, L. A.; I. R. Jarman, Dis. Pass., S. F.; L. G. Arellanes, Gen. Pass., L. A.; A. E. Schrader, Seattle; Chas. Knight, Dist. Frt. & Pass., Fresno.

General Offices: Laura MacKenzie, Ass't Gen'l Aud.; Marie Craig, Auditor Misc. Accts.; Russell Knox, Aud. Cap. Expend.; G. D. Frey and Mrs. M. L. McCollum, Aud. Disb.; H. F. Woods and Des Sekany, Aud. Freight Accts.; Leah Smiley and Irene Mathews, Aud. Pass. Accts.; Stanford Hall, Equip. Service; G. W. Pratt, Dining Car; R. J. Dettling, and Marcella Young, Chief Engineer; Marian Campbell, Purchasing; A. L. Fritz, Freight Claim; Julia McWhorter, Payroll Accts.; Mrs. A. M. Kirkland, Operating; Gene Egan, Motive Power.

Pacific Motor Trucking: Richard Spence, San Francisco; O. M. Melsheimer, Los Angeles; Della Crosley, Tucson; C. C. Evanson, Portland.

Northwestern Pacific: William S. Wollner, correspondent, Sausalito. Reporters: H. Carlson, Eureka; W. A. May, Willits; L. A. Sanders and F. G. Newberry, Tiburon; O. E. Lovett, Sausalito.

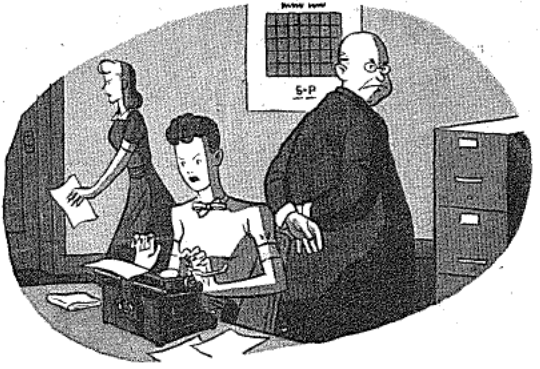
Pacific Fruit Express: Clarence O. Hively, secretary to vice president and general manager, S. F.; J. A. Low, Bakersfield; A. Weber, Fresno; A. Beck, Stockton; W. H. Bachman, Roseville; P. F. Wingate, Sacto.; B. S. Brady, Phoenix; E. F. Palmer, El Centro; A. E. Thompson, El Paso; Wm. Stockheimer, Yuma; H. L. Gilbert, Colton; Harold Fast and Edna Trevillyan, L. A.; M. H. Erichsen, Santa Barbara; Stanley Remkus, Nogales; Virginia Brunswick, Tucson; G. W. Simmonds, Guadalupe; R. W. Nolan, Salinas; R. B. Mitchell, Watsonville Jct.; E. R. Zerweck, San Jose; K. J. Bunderson, Oakland; W. B. Thatcher, Santa Rosa; L. R. Newnan, C. M. Ryan, R. C. Sturgeon and G. F. Hamill, S. F.; N. P. Palmer, Modesto; C. R. Marti, Portland; F. J. Laible, Brooklyn; Frances Goold, Klamath Falls.

San Diego & Arizona Eastern: J. W. Grosdidier, general office, San Diego.

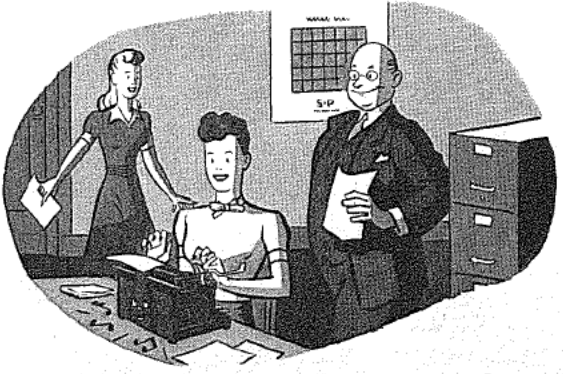
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